

COMMENT

FISH AT any cost! This seems to be the way East European fleets operate off the coasts of Britain and Ireland.

Last week saw two more incidents in the south-west which have made fishermen in the area frightened, not only for their fish, but also for their lives. The same has now happened off Ireland.

There is more than a hint of desperation about the way the Russians, especially, are working. As the prospects of 200-mile limit and quota restrictions close around them, many of the 600-700 big Russian trawlers in the high seas fleet look like going out of business.

For all the 'super-trawler' labels attached to them, the truth is that these are inefficient ships operating with crude equipment and crews which pose a danger to other seamen.

Collectively, this massive foreign fishing effort takes a frightening amount of fish. Individually they cannot compete. Monster 3,000-ton trawlers on the south-west mackerel grounds are known to spend sometimes a week catching 30 tons of fish. A small Scottish purse seiner takes this in a night.

When boarded it is often found that these vessels carry no detailed charts of the area and the electronic equipment is so crude, most British skippers wouldn't use it for standby gear.

Recruitment of Russian fishermen also leaves a lot to be desired. It seems they take any old 'Ivanovich' straight off the steppes and put him in a fishing boat.

This situation will not alter while British courts fine Russian skippers as much for letting a cat ashore as they do for illegal and sometimes dangerous fishing.

Shortly the Russians will be looking to the EEC for a deal on reciprocal rights. Judging by the way they have been fishing, the Russians have not furthered their case for sympathetic treatment.

CONGRATULATIONS are due this week to the Irish Sea Fisheries Board (BIM). For its efforts in developing fishing in Ireland, the board has lifted one of the top European management awards for the benefits it has brought to the country as a whole.

Over the years there have been criticisms of the way the board pampers the fishing industry in Ireland with generous financial aid. Much of this has stemmed from envy. What it does show us is that money pumped into fishing to develop a viable industry is a good investment for the community at large.

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Merchants pay £50 a kit for cod at Grimsby

TOP QUALITY cod soared to £50 a kit at Grimsby last week when about 550 kits were landed for auction on the Wednesday from only two Faroes/Westerly trips, one North Sea trawler and two seiners — one with only two kits!

A third seiner, landing 139 kits, had no cod at all. Most of the fish changed hands at between £45 and £48 per kit but, inevitably, some merchants paid above average and there were reports of some boxes of cod making £53.

Further cod 'highs' of around £50 were reported last Friday when only just over 1,000 kits were landed. Even during the rest of the week, with supplies a little easier, merchants were counting themselves lucky to buy in at anything below £40 per kit.

The port went through another barren week with the distant water trawlers and, of five landings, two were White Seas trips. BUT again went without a single distant water trip landing and the Boston Group's *Boston Kestrel* (Skipper Peter Penny) easily came out on top with £39,023 from a 22-day Icelandic trip.

Despite fishing both easterly and westerly grounds, trawlers working off Ireland reported slack fishing all round. Consolidated Fisheries' *Aldershot* (Skipper Ally Call) could only muster 1,170 kits (value £32,820), while Boston's *Prince Philip* (Skipper Eddie Grant) had to settle on 843 kits (£25,147) after 17-day trip to make up the compliment of Icelandic landings.

Pick of the two White Seas trips was from Consolidated's *Crystal Palace* (Skipper Jimmy Hodson) with £30,576 from 1,098 kits, split evenly between codstuffs and haddock, but again the markets relied heavily on the middle waters to augment supplies which in the past have come from the distant waters at this time of year.

Osaka (Skipper Peter New-



Skipper Harry Thomsen

by) pushed the H. L. Taylor Ltd. company grossings record up to £33,398 with a landing of only 691 kits after a 15-day Faroes/Westerly trip. This included nearly 300 kits of cod and almost 100 of squid, and sold well around the £55 mark per kit, while BUT's top-tripper was *Ross Jackal* (Skipper "Paddy" McCarthy) on £18,008 from 937 kits.

Grimsby landed 16 near/middle water vessels during the week, including

the Lowestoft wet-fisher *Boston Sea King* which grossed £10,700 from a mixed bag of 480 kits, mostly cod, haddock and black. As with the distant water catches, most were inclined to be rather slack averaging about 500-600 kits.

With cod prices sky high, it came as no real surprise when the "Bojen boats" set up a new port pair team record with a combined tally of nearly £41,000.

Most of the seiners are finding the going rather sticky with the cod fishing shading badly, however they are getting into the dogs more and more and there was one enormous haul by Skipper Leif Gravenes in *Edel*. She turned out over 350 kits of dogs in a 399-kit landing to gross £8,295 after a seven-day trip. Even this was not enough, though, to topple Skipper Harry Thomsen from the week's number one spot.

In *Limanda* Harry continued his remarkable run of trips by totting up £7,574 from 280 kits made up of plaice and a few dogs.

...ICELANDERS SE TO CASH IN

FOUR Icelandic vessels were scheduled to land at Grimsby this week following the successful visit to the port by the wet fish stern trawler *Dagry* last month.

On Tuesday the carrier *Fylkir* landed a haddock trip of 555 kits to make £14,311 and the stern trawler *Stalvik*

grossed £82,572 from 2,044 kits, mostly of codstuffs, on Wednesday.

Also scheduled were *Horenn*, with about 2,350 kits on Thursday and today (Friday, October 8) a further 1,000 kits were due from *Thorir*.

So far, arrangements have already been made to land *Sigluok* and *Arsael* *Sigurdsson* II next week direct from trips and others are certain to follow.

As before, the vessels will be landed by Fylkir Ltd. Last week fish merchants were unanimous in their relief at hearing about these additional sources of supply after struggling through a spell of very low landings and extremely high auction

Fog grounds 'Sheriffmuir'

SALVAGE men were trying to refloat the former Lowestoft trawler *Sheriffmuir* this week. The vessel, now on oil-rig standby service, went aground on a beach in dense fog three miles north of Aberdeen harbour. The six-man crew waited for the tide to ebb before coming ashore.

BRANCH MOVES OFFICE

THE NEW Peterhead premises of the Scottish Boat Owners' Mutual Insurance Association was opened on Saturday.

George May, the association's marine surveyor in Peterhead who opened the offices, told guests that he had been with the association for 25 years and for much of that time had been based in

cramped premises in the town.

Because business had expanded so rapidly in Peterhead, the association decided to build the new offices which are in an ideal position at Seagate, adjacent to the harbour and the slipway.

Also present at the opening were the association chairman, Mr. J. F. Murray, and its secretary and manager, Mr. B. G. Wheatley.

The Scottish Boat Owners' Mutual Insurance Association was founded at Buckle in 1919. Today it protects some 400 fishing vessels and has surveyors based at Buckle, Aberdeen, Fraserburgh, Lossiemouth and Peterhead. In addition, the association is represented by surveyor

agencies in a number of other ports including North Shields. The board of directors includes 25 skipper-owners.

More details in our Peterhead monthly reports.

fishing news

Editor: Harry Barrett

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Pot 'raid' starts diver row

AN INCIDENT involving a group of Plymouth divers and a Darnley boat has caused a row between Devon Fisheries Committee and the British Sub-Aqua Club.

The divers are contesting legal action, while Fisheries Committee agreed to press the case of Agriculture, Fisheries and Food to introduce legislation to control activities of the club.

It is alleged that the club's crew accused divers of raiding. The trawler, hauled divers to the sea and questioned them.

Chris Holwell, the club's Sub-Aqua Club's south regional coach, said the club's members have caused injury and particularly if the divers been carrying out planned decompression following a deep dive.

Harry Worden, fisheries officer, said divers had no right in the area.

THE ex-Boston vessel *99-ton Boston Island* has been side-tracked since last year, is now in beam gear, similar to used by other vessels. Owned by P. Gibbs, she is expected to be renamed *P. Gibbs*.

The Irish Department of Agriculture was this week using the fishing gear off the Bulgarian trawler, *Aurelia*. She didn't pay up her confiscation money of £102,040. It will take three days to remove the fish and gear.

Previous promises by Communist bloc vessels to pay confiscation money to have ships released have not been fully kept. In two recent cases, only a portion of the money sought has been paid, so this time the Irish authorities were being careful this time.

While *Aurelia* was tied up at the Cork quayside, the Irish Naval vessel *Grainne*, a former British minesweeper found the 2,500-ton Russian trawler *Belomorje* a mile inside the 12-mile limit, according to the Irish Navy.

The Russian trawler captain refused to halt and made off. She was chased 30 miles and fired on with 30 rounds from the minesweeper's 40mm gun. Some of the shots are reported to have gone just over the bows of the trawler, which halted 15 miles off

prices. There is a good chance a fair slice of the grossings will stay in town, as the Icelandic always been big spenders at the local shops and restaurants before Christmas.

A leading fish merchant, talking about the weekend, told *Fishing News*: "Economically speaking, a very good thing for the local fish industry and the fishing industry know more vessels are their way."

President re-elected
AUBREY Moore, manager of the Fishing Co., has been elected president of the Lowestoft Fishing Vessel Owners' Association at recent meeting.

Hugh Sims CA, of Lowestoft branch, has been elected vice-president.

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October 8, 1976

FISHING NEWS

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Thirty shots halt Soviet trawler

CLAIMS by Irish fishermen that many trawlers in a huge Eastern Bloc fleet fishing off the Irish south and east coasts are poaching inside the Irish 12-mile limit were proved with staggering suddenness last week.

Two giant trawlers were arrested by the Irish Navy and one created a major international incident which led to a flurry of diplomatic activity by the Russians.

The first arrest, as reported in *Fishing News* last week, was of the 290 ft. factory trawler *Aurelia* from Bulgaria — she was caught nearly 13 miles inside Irish waters.

The skipper of the 2,468-ton vessel, Jordan Kostan, was fined £100 — the maximum under Irish law — but his gear and catch worth £102,040 was confiscated.

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Mackerel bid

least one more trip from Grimsby before going south."

It is understood this venture involves grading and boxing fish at sea and the vessels will be working grounds enabling them to land catches daily. Unavailable, or unwanted, fish would be sold for fish meal.

The scheme has taken Grimsby by surprise, for with the current fish meal price at £40 per ton, most of the vessels understood to be taking an interest would otherwise go winter spratting.

This would begin early in December or late November off the Tyne and the Humber. There is also an element of doubt about certain vessels' capabilities to exploit what is to most Grimsby skippers an unknown type of fishing. Mackerel are notoriously fast fish and most Grimsby vessels are not built with large enough engines for high speed towing.

These points, however, are being stressed to interested skippers and owners and ways of increasing towing speeds with new gear are being reviewed.

South-west sources are reported to be sceptical about the venture. Landing space is now at a premium in Plymouth. With Millbay dock open for only two hours in every 12 because of tide, vessels are delayed for up to 10 hours at a time if their discharge is not completed quickly enough.

The Russian trawler *Belomorje* safely tied up at Cork after the chase.



Tramore, Co. Waterford. A Naval boarding party formally arrested the Russian vessel, skippered by 34-year-old Nikolai Shinkaruk from Murmansk, but he refused to co-operate.

He claimed that the Irish Navy was guilty of piracy — contacted his Embassy in Dublin and refused to bring his ship to Cork after the arrest at 5 pm on Wednesday last week. For *Grainne*, it was her second "catch" within 48 hours. She was the ship which arrested *Aurelia*.

More Russian trawlers, including a sister-ship of *Belomorje* — *Kotelnick* — rushed to the scene and the Irish Navy sent another minesweeper, *Banba*, to pick up Irish Army troops from Dunmore East and then go to aid *Grainne*.

Russian Embassy officials contacted the Irish Government and there were some moves to get the Irish to release the trawler. But the Government stood firm. It informed the Russians that, irrespective of the outcome of the case, the trawler had been properly arrested. Under sea law she should go to the specified Irish port to face charges.

The Russian claimed his engines were out of action, but Irish Naval engineers sent aboard inspected them and said they were not. Then the Irish told the Russians they would send troops aboard to reinforce the armed Irish sailors, take forcible command of the ship and sail her to Cork, or else tow her there.

At 8 pm on Thursday last week, the Russian skipper agreed to move after an Irish Army interpreter had spoken to him. The ship arrived in Cork at 1 am on Friday morning.

on the quayside in Cork as the Russian ship docked, described the scene: "The Russian trawler was massive. She dwarfed the warehouses as she docked at Custom House Quay, where Irish police were waiting. "She is crewed by 101 Russians — including five women — and had 25 tons of mackerel and herring in her holds."

"The Russian and the Bulgarian vessels were berthed just a few hundred yards away from each other. "To imagine them as only part of a massive fleet outside the 12-mile limit, and to compare them with the small Turn on Page 24

CHEQUE STOPS FISHING

A 'BOUNCED' cheque struck terror into the hearts of a group of mackerel skippers working off Falmouth recently.

The fleet was filling up as it had hit heavy fishing when a fisherman radioed from a boat in harbour that a cheque handed out by a mackerel buying firm had 'bounced'.

Skippers at sea fishing for the firm ranted and swore over the radio as they feared their market had collapsed. They left for port to sort it out.

Boats fishing for other firms and co-ops joined in the radio chatter with remarks like: "What do you expect if you fish for cowboys like them?"

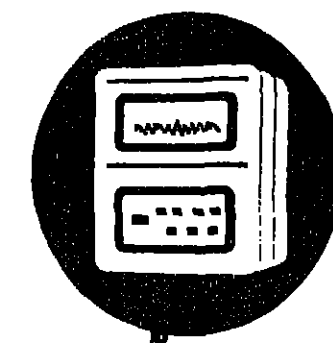
Then, when about half the fleet had reached the harbour entrance, came another call: "Keep fishing — the cheque was drawn on the wrong account!"

New Net Monitor

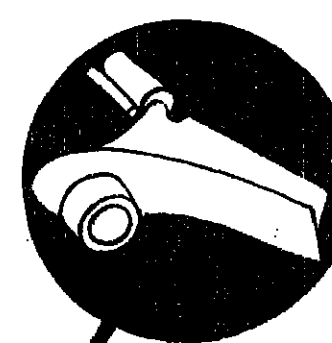
for bigger hauls and safer nets

Marconi Marine's new Net Monitor NM850A shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. If required, it will monitor water temperature at the net, too. You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.

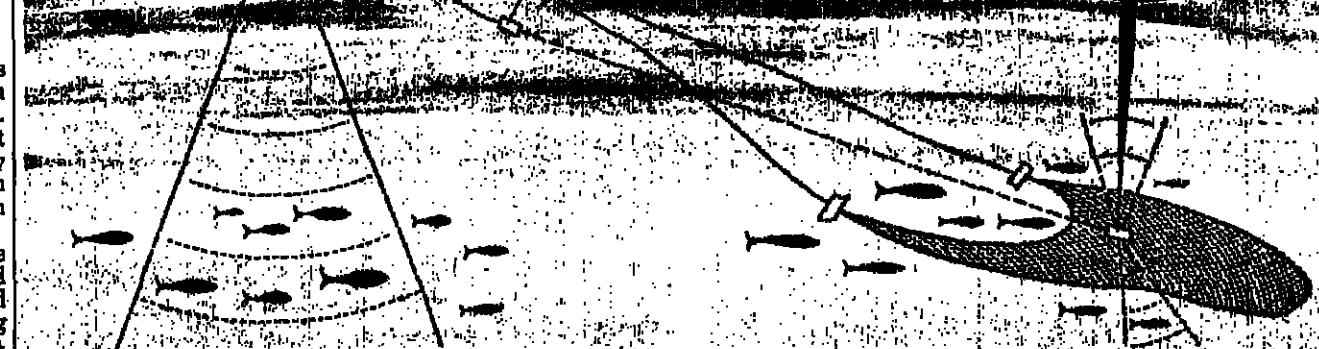
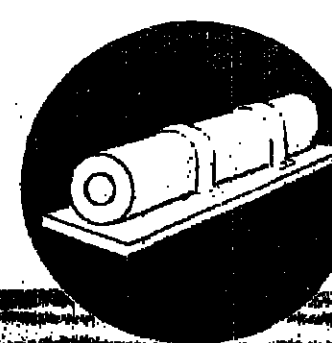
RECORDER



SUBMERGED RECEIVER

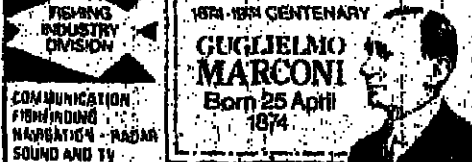


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High grossings for chosen few

FLEETWOOD'S few remaining vessels working Iceland had average grossings of more than £30,000 last week. First in was the side trawler *Robert Hewett* (Skipper Dennis McLaughlin) with 1,124 kits.

She put ashore a total of 400 of cod, 30 of plaice, over 300 of haddocks and 200 of coley, to make £30,637 — one of the vessel's biggest grossings since arriving at the port in the early 1980s.

But it was again the port's large stern trawlers which claimed the top positions at the port during the week. *Fyldea* (Skipper A. Barkworth) returned from Iceland with 1,582 kits, including more than 800 of cod, 20 of plaice and 500 of haddock, to make £39,453. This keeps her in line for the port's top ship title this year.

Luneda, a smaller version of *Fyldea* and commanded by Skipper Bill Reader, was also in the money. She returned with 1,272 kits, including more than 1,200 of cod, which sold for £37,171 — a figure which clearly shows the big demand for cod during the week when prices rose to more than £40 a kit.

Rockall

It was, however, given to the chosen few — due to the licence and days on the ground system — to work Iceland. The remainder had to attempt to make out on the home waters grounds.

The side trawler *Ella Hewett* (Skipper Jim Buckley) had to work middle-water. She fished Rockall and returned with 691 kits — more than 550 of mainly small haddocks — which sold for £9,995.

"There were some other good grossings from the 'Rock', notably that of the

THE MAIDEN trip of Bridlington's 54ft. trawler *Karianda* was cut to 14 days this week because of gales. Colin Newby owns the Harbour-built boat which is managed by Thos. Hamling. Her 320 stowies of fish, landed at Bridlington, earned £1,020 at Hull.

108ft. *Mount Melleray* (Skipper Bert Andrews), which made £8,115 from 523 kits, including more than 400 of haddocks, to continue a run which has been a talking point at the port.

Top ship from the area was *Wyre Vanguard* which landed 652 kits, including more than 500 of haddocks, to make £9,339.

It has proved that Rockall — which had not been worked regularly by Fleetwood vessels for a number of years — is still a viable proposition, although the catches are mostly of small haddock.

OBITUARY

SKIPPER Herman George Muttitt died on September 30 aged 76 at his home in Oulton Road, Lowestoft.

Born in the nearby village of Kessingland — home of many famous east coast skippers — he was always known as "Doff" among his friends.

He first went to sea at 13, under sail, and throughout his life kept his first week's wages — seven shillings — untouched.

Most of his years at sea were spent as a drifterman, but when the herring fishing ended, he switched to trawlers and continued as skipper in these until he retired.

He leaves a widow, three sons and a daughter.

FISHING NEWS



STEAM DRIFTER MODEL

A MODEL of the Peterhead steam drifter *M. H. Buehan*, commissioned by the Peterhead Public Library and Arbuthnot Museum Committee, is nearing completion.

The builder, Edward Bunker of Brighton (left), visited Peterhead recently and discussed the model with retired Peterhead fisherman James Coull, whose family was long associated with the vessel.

October 1, 1976

Fishermen fight warehouse rent rise

A NUMBER of Bridlington fishermen are still objecting to increased rents for harbour warehouse units although others have agreed to pay the new amount of £4 a week.

This was the situation facing Judge A. C. Lauriston QC at Bridlington Crown Court on Wednesday last week when 24 of the 39 tenants were objecting to the increases and tenancy arrangements. Judgement will be given at a later date.

Mr. J. D. Myers, counsel representing the tenants, said that originally there had been 39 applications but withdrawals had reduced the number to 24.

He explained that bare, damp warehouse units with rudimentary provision of electricity were all the fishermen had for their money. There were limited dustbin facilities and no toilets.

"They are now asking why such a large increase as 400 per cent is being called for," said Mr. Myers, who explained that most of the rents were being increased from £1 a week to £4 a week.

John Holmes, a chartered surveyor acting for the fishermen, said the units were "very basic" and added that, in his opinion, a rent of £125 a year was reasonable.

Barry Gray, chairman of the Harbour Committee of Bridlington Harbour Commissioners, said: "The rent of £1 introduced in 1969 was set artificially low to assist the fishing industry."

"We are now way out of date with rents because the subsidised rent was set in the first place. We have now been advised that £4 is a reasonable figure."

Mr. Gray said the commissioners sent a letter to the fishermen suggesting a low figure in an attempt to prevent the matter from going to court.

"We did it as a gesture to the harbour community. We knew it was lower than we had been advised, but we wanted to try and resolve the matter without coming to court," he said.

Mr. Myers told Mr. Gray: "We don't want to do anything to harm or hinder relations between the harbour commissioners and the fishermen. This can be done as a friendly contest. It is just that your expert does not agree with ours."

October 8, 1976

Purser turned away with 300-ton mackerel catch

SCOTLAND'S biggest purse seiner, the 135ft. *Chris Andra*, was barred from her home port of Fraserburgh last week with 300 tons of mackerel on board.

Chris Andra arrived from the west coast early in the morning, but the booms were in position across the harbour entrance and the ship was unable to get in.

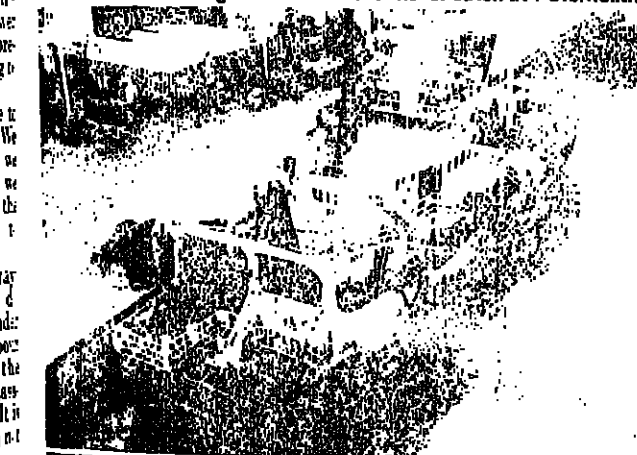
The booms had been put in position because of bad weather, but by Friday morning the sea had calmed down and it would have been safe to enter.

In an angry mood, Skipper Andrew Tait said that the harbour officials would not send anyone along to lift the booms.

There is an entrance leading into another part of Fraserburgh harbour, but the vessel was unable to use this as she was well down in the water with her huge catch. With the slack tides, she would have run aground even at high water.

Consequently, *Chris Andra* set sail for Peterhead where the catch was discharged and taken by lorries to the Fraserburgh factory of Herring By-Products which bought the catch for fish meal.

Chris Andra unloading her 300-ton mackerel catch at Peterhead.



Board wins 'social awareness' award

A TOP European management prize has been won by the Irish Sea Fisheries Board (ISFB) for displaying 'social awareness'.

In the 1976 PA-Vision European Management Award, it was noted that the efforts of the board had brought about a thriving fishing industry with significant social and economic benefits to the country.

With fish landings since 1963 up six times, consumption increased by 60 per cent and a big rise in exports, "the board's actions displayed drive and originality."

The award, a silver trophy, was being presented to board chairman, Brendan O'Kelly, at a lunch in London this week by Lord Carr.

More details in *Fishing News* soon.

Billingsgate

THIS WEEK saw the start of the fresh mussel season in Billingsgate, a week or two earlier than usual. Merchants were praying that an Indian summer will not raise the temperature sufficiently to spoil these very perishable molluscs in transit.

Perhaps one of the reasons for the rush to get started is the extra competition caused by two firms new to the mussel business. Terry Howard, noted shellfish salesman and ex-amateur England soccer international, has changed his allegiance. Employed for many years by T. M. Wright and his successors, Lynn and Gibson Ltd., Terry has moved to A. W. Butler Ltd. where he is managing a new shellfish department.

Mike Jenrick, principally known as a jellied eel producer, has now branched out as a wholesaler with a stand in the market and he, too, is in the mussel business. Another sign of increased competition is the search for new sources of supply. The market has long been dependent on Irish mussels, with relatively small arrivals from English and Scottish suppliers.

There have been troubles in the past with the Irish mussel and restrictions now apply to the amount that may be sent, based on the capacity of the cleansing plant. Incidentally, if any expatriate Irishman would like a bit of the "Auld Sod" to build a rockery, Mike Sterne of Bax and Son Ltd. has a nice line in smooth black stones, slightly bluish but very much heavier than a mussel shell.

Price: page 20.

Mackerel boat sold to Ireland

A 32ft. Newlyn mackerel boat has been sold to Ireland to work as a shark fishery.

The boat, *Security*, was bought in 1972 by Roy Maddern of Penzance. He had sold her to an Irish buyer, who has also bought another boat from a different port.

Mr. Maddern has been annoyed by talk of the boat being sold to the Irish, but he was not under any obligation to sell it. When he returned to Ireland, Mr. Maddern was told that the boat was to be used as a shark fishery and that it was to be sold to the Irish.

Ban

He condemns naval architects for designing such fine craft as Scottish wheelhouse trawlers as having "too many disadvantages to list" and should be banned in bad wave conditions.

Catamarans can be very useful fishing vessels. I have a friend who fishes alongside me with a 38ft. cat but they, too, have problems which are not mentioned by the author. A well-designed catamaran with enough draft to provide propeller grip for trawling or dredging would cost far more than a mono hull.

I have been a professional fisherman for over 16 years and have "beat a path to an inventor's door" — something the author considers fishermen never do.

I have had automatic steering when crabbing, which the author does not believe has ever been tried, but I would be the first to admit that the conventional vessel and gear works because it is proved — and it takes some beating for over efficiency.

method for continuously lining mackerel is a good idea, but has obviously never been used commercially. Leakey long-line systems all have very good ideas but, again, would never withstand commercial operations. This is why no professional vessel uses this gear — not as the author would have you believe that fishermen are generally slow to take up something new.

The trap fishing chapter describes the various pots in use around the country with the author's main theme being speed of working the gear.

He states that a trap should be flexible "like a reed in the wind", but as every lobsterman knows, a heavy and stable pot is the most effective catcher.

Having worked, as an expert I hasten to add, a string of Leakey parlour creels, I found them badly made, prone to all sorts of damage, very poor catching traps, and they took twice as long to work as conventional gear.

The author's idea of working them as collapsible gear and clipping them on as the string is shot (condemning the usual method of shooting fleets as dangerous) can only be described again as a good idea, but not commercially viable.

The section on trawls gives some useful information on gear drag, other board performance, etc., but lapses into the ridiculous with a

"FLOATING slums that are mostly as safe as a barrel with a good bung — and about as uncomfortable to be on", is how 'inventor' R. D. Leakey describes Scottish fishing vessels. "We are such inefficient fishermen, and so are the foreigners", he told the Scottish newspaper while exhibiting at the Catch 78 fisheries exhibition last month. Skippers were so incensed they demanded an immediate apology. Mr. Leakey's 'modern' fishing methods and ideas are contained in a booklet he has published himself. Here, an inshore fisherman gives his verdict on the booklet.

AIMED at the amateur and part-timer the booklet *Modern Inshore Fishing* no doubt finds a ready market. From a professional point of view, it can only be described as entertainment!

The introduction gives several interesting facts on the fishing industry — landing figures, fish consumption, etc. — and Mr. Leakey concludes with a rather sweeping statement that there is in his opinion room for a lot more fishermen around our coasts, full or part-time, and that only occasionally are areas overfished!

Solent

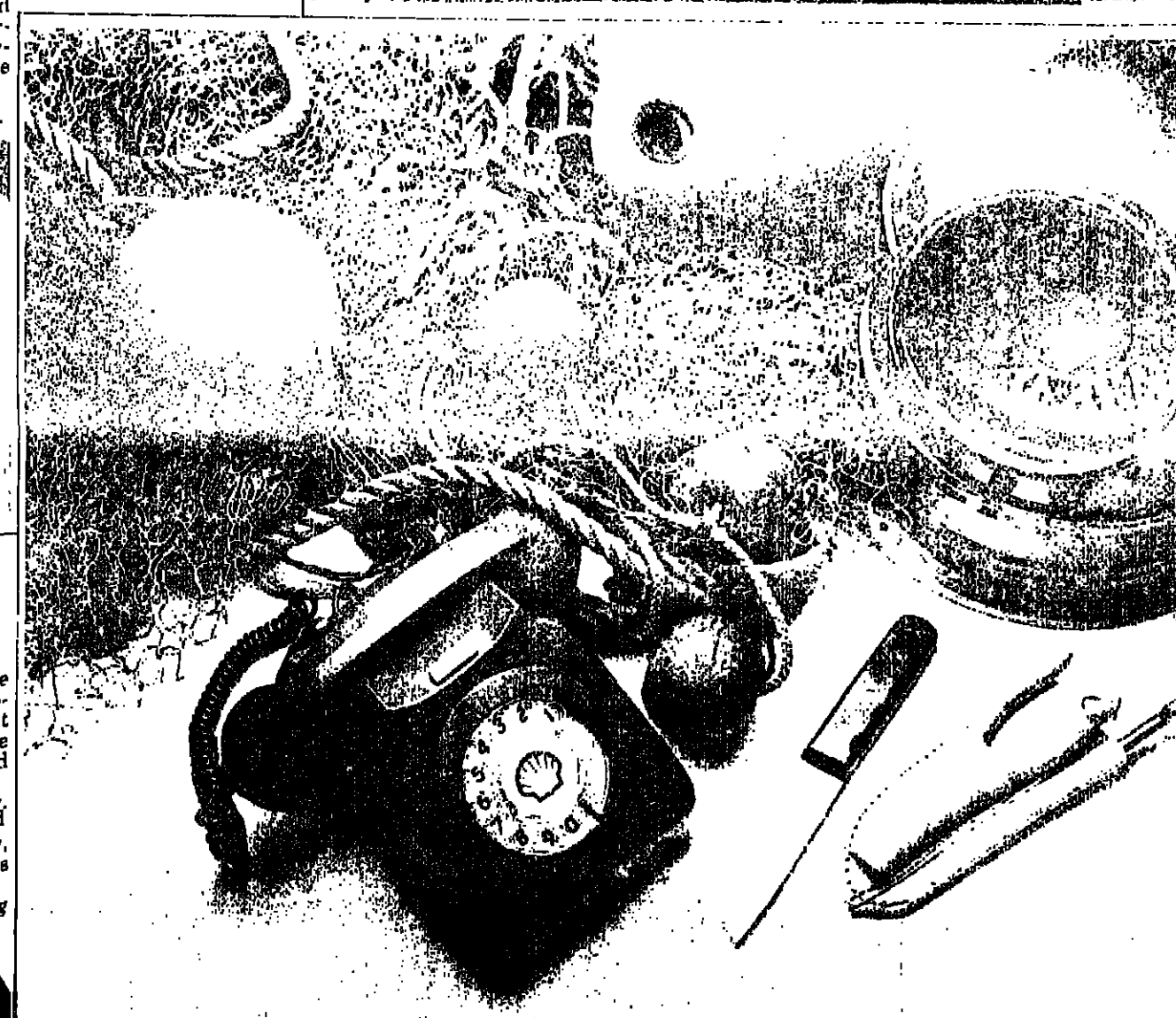
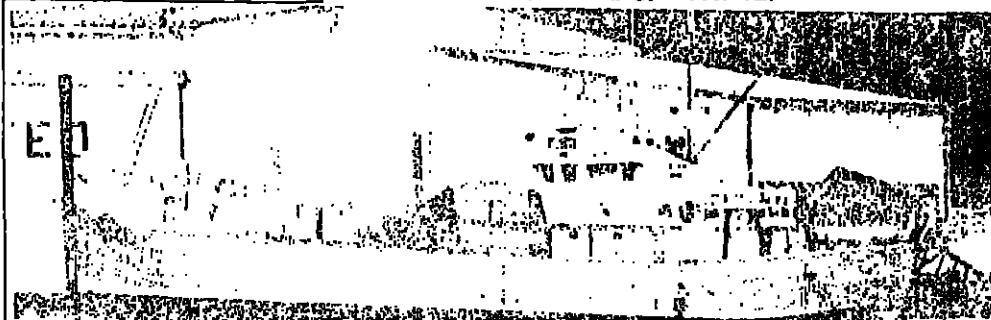
A fisherman's glance at our coasts, south coast section, suggests a 'sea floor hedge' to confine and farm flatfish by blocking off both entrances of the Solent with modern rot-proof materials!

After reading this statement one begins to wonder how much practical knowledge the author has. All species of flatfish often swim the upper levels and Solent tides in excess of 4 knots would make this idea ridiculous.

The author's trough fishing

Silver Lining — now Persevere

BACK in the water at Bideford Shipyard is the Scottish vessel *Silver Lining* (below). There are two differences to this vessel — the sister-ship of the ill-fated *Trident*. She has been lengthened by a new section inserted in the hull amidships and has a new name, *Persevere*. She is now registered in Lelth, instead of Peterhead, and is now all set to start a new life. No details have yet been released of the improvement in stability which the new section in the hull has made. Full details are expected to be released at a press conference being staged by the Herring Industry Board in Bideford, North Devon, on October 12.



If you're fishing for marine fuels and lubricants, here are the numbers to catch.

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EVERYONE involved in the British fishing industry must sometimes feel that the whole world is conspiring against them.

The past few years have seen change of such rapid and far-reaching nature that many must wonder if the industry can ever again settle to a stable life with reasonable incomes and a secure future.

British fishermen are not alone in feeling the impacts of change. The soaring costs of fuel and the other necessities of the fisherman's life have affected fishermen throughout western Europe.

During the difficult period from the summer of 1973 to the summer of 1974, overall operating costs for the British, Irish, French and Italian fishing industries all rose by 80 per cent. Costs have continued to go up since. The collapse of fish stocks in the North Sea and the way in which the problems North-East Atlantic have left fishermen in many member states with depleted catches and smaller quotas.

If you compare landings in 1975 with 1974, you find that the UK dropped by 11 per cent, Ireland by 9 per cent, France by 9 per cent and Germany by 14 per cent.

Employment in the fishing industry has been affected as well. It has fallen in most Community member states, but particularly in Germany, the Netherlands and the United Kingdom. Iceland's action in unilaterally extending fisheries limits has affected the German as well as the British industry.

Coming events — particularly the anticipated extension of limits — cast shadows before them. It is, of course, British fishermen who rely most on waters which will be within the 200-mile limits of countries like Iceland and Norway which do not belong to the European Community.

Some 370,000 tonnes of the British catch came from such foreign waters in 1973 — about one-third of the total UK catch.

German fishermen were catching two-thirds of their

IN THIS paper presented at the Aberdeen International Fisheries Conference, MICHAEL BARENDT* explains the situation facing European fishing nations as member and non-member countries of the European Economic Community.

fish in these non-Community waters. It's a smaller quantity in total than the British, but nonetheless of great significance to the German fishing industry. So there is a certain democracy of misery in the North Sea and the pressures in fisheries have been felt throughout the states with depleted catches and smaller quotas.

When the common fisheries policy was established in 1970, the Community of Six took a certain responsibility for the well-being of the fishing industry in all member states. When Britain, Denmark and Ireland joined in 1973, this responsibility was extended to the fishing industries of the new member states.

This fisheries policy provided for equal rights of access to the waters of all EEC countries for fishermen from any Community country. This principle was modified in the Treaty of Accession and is a dominant theme of our current discussions.

As a complement to this, EEC policy made it possible for Community fishermen to sell their catches in any member state, without payment of duties or levies and without the national protective measures which could hinder trade in such a sensitive sector if there were no common policy.

The British fishing industry has taken full advantage of this freedom to trade

EEC countries. Such a flow of trade is an integral part of a Community fisheries policy.

A common system of price support is another key element in the Community policy, together with a common approach to imports from non-EEC countries. While not always providing the level of support and protection which fishermen would like to see, these mechanisms have made an important contribution to stabilising fish prices in Britain.

The position of individual fishermen vis a vis the food industry is being strengthened by the establishment of producer organisations throughout the Nine, making it less easy for the big company buyer to dictate terms to producers.

These producer

organisations are becoming a powerful force in the fishing industry in the United Kingdom as elsewhere, with responsibilities and powers to improve the marketing of fish and to improve the returns to fishermen.

When the Six adopted a common policy for fisheries, the free trade and price support elements in the policy were of paramount importance. Few could anticipate the pace at which fish stocks could dwindle and at which international thinking on fishing limits would develop in the early 1970's, although the Treaty of Accession made some provision for this.

We are now forced to recognise that, unless we can effectively manage the resources of the sea, there will be precious little fish to market and a declining

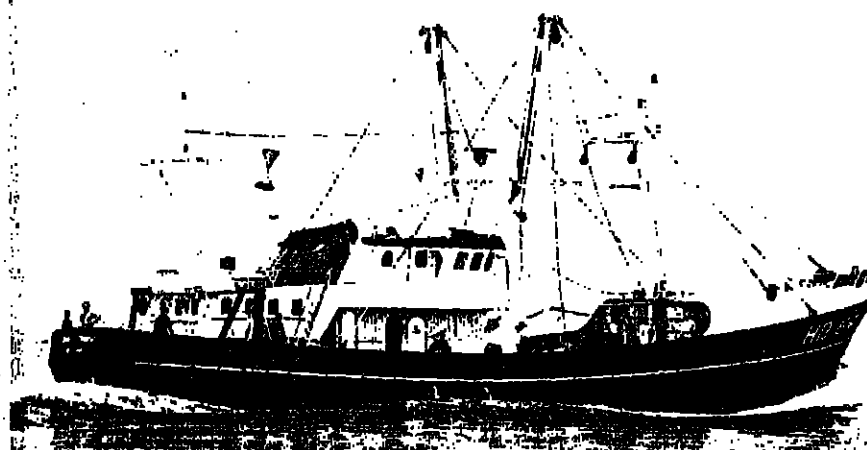
fishing industry. We must concern ourselves with a medium and long-term future. And that means managing the resource together.

It is the European Commission's job to put forward to the Council of Ministers proposals which fairly represent the interests of the Community as a whole. We need a modified common fisheries policy.

This policy should be geared to rebuilding stocks and not just to saving them at current levels. To achieve this it is important that the member states' Community disciplines and EEC waters.

The Nine have agreed the Council of Ministers: a Community limit of miles should be introduced

WHAT PARTNERSHIP MEANS IN EEC FISHING



necessary before the conclusion of the Law of the Sea Conference, in order to avoid exploitation of fish stocks when countries like Canada, the United States and the Faroes restrict fishing in their waters.

The Council has agreed to concerted action in extending limits to 200-miles, with fishing within these limits

Above: the powerful Dutch beam trawler strikes fear into many small fishing communities. Will the EEC conservation policy be able to contain this threat?

subject to the common fisheries policy. The Nine will decide shortly how it should implement this policy.

Declaration of a 200-mile Community limit immediately raises the question of non-EEC fleets which fish in these waters, and particularly Russian and Polish boats which catch substantial quantities of fish in waters which will comprise the Community's 200-mile zone.

These countries have little to offer our fishermen in return for fishing rights in Community waters and there is no particular reason to suppose that their operations will be permitted to continue.

The Commission believes that their industrial fishing operations should certainly cease.

The Community approach to Norway — specially from

British and German fisheries — and Iceland is clearly different because we have mutual interests. Norwegians in particular rely on Community waters for their supplies of certain species and we rely upon theirs. EEC access to their waters is important. Both Iceland and Norway have special free trade agreements with the Nine covering fish and other products.

If the tariff concessions on fish which the Norwegians enjoy under this agreement were to be withdrawn, the Norwegians would have to sell an additional 85,000 tonnes of fish to get the same return. These are important factors in agreeing mutual access for Community and Norwegian fishermen in each other's waters.

Now for matters which concern you most of all: the methods by which a conservation policy can be applied within the waters of our member states in a fair and effective way.

The small, rural communities which depend so heavily on fishing — for example in Brittany, south-west England and Scotland — are particularly vulnerable to the changes confronting the fishing industry.

Fishermen in these regions understandably fear the incursion of bigger vessels which have lost fishing grounds further afield. They also fear that their stocks will be exploited by foreign vessels and that spawning grounds will be damaged.

It is to protect the interests of these communities that the European Commission has talked in terms of an exclusive limit, perhaps of 12-miles, which would be reserved to those vessels which fish traditionally in those waters and which operate from ports in that geographical coastal area.

Such a limit would be managed by the country concerned, which would lay down conservation measures, and other rules governing fishing activities.

In tune with our long-term aim of rebuilding stocks, we suggest the Community should adopt scientifically based conservation measures, including trawl-free zones, seasonal restrictions and limitations on gear.

Such measures could only be introduced by the Nine working together and would clearly be policed by the member states. Whereas policing is at present confined to 12-miles off our coasts, the Community system would allow for policing far beyond that, allowing proper protection of breeding grounds outside present limits. Such policing would be in the hands of the national authority whose economic zone this was.

For example, the grounds off the Dutch coast which are so important for herring stocks could be protected in the interests of all North Sea fishermen, and fishing specifically for fish meal, taking fry and damaging breeding grounds, would be phased out for good.

The extension of fisheries limits by non-Community countries, combined with the increasing costs of fuel and other necessities, has already had a serious impact on Britain's distant water fisheries and the Commission will be proposing measures to

based on scientific information gathered by the member states on the production capacity of Community waters.

The total quota would allow for any reciprocal deals with non-member states and would be divided between EEC countries so that a country which accounted for, say, 40 per cent of the Community catch of cod during a past reference period would be entitled to the same proportion in future.

Thus, a cutback in fishing for one member state in third country waters would be reflected in a reduction in other member states too. A five per cent reserve would be set aside for special purposes.

Abused

The quotas voted in the North-East Atlantic Fisheries Commission have a bad name with fishermen. It is said that even when member governments of NEAFC accept the quotas, these quotas are abused by their fishermen and not strictly applied.

The EEC would provide much more effective implementation of quotas, for we would not be talking of gentlemen's agreements to be unilaterally rejected by a signatory country.

Quotas would be agreed in Community law by a decision of the Council of Ministers and would have the force of national law. Member states could be taken before the Court of Justice for failing to implement the quotas and assessment of the catches could be verified at Community level. The Community's system of law would link all conservation measures to a totally different basis from those applied by any fishery commission.

In tune with our long-term aim of rebuilding stocks, we suggest the Community should adopt scientifically based conservation measures, including trawl-free zones, seasonal restrictions and limitations on gear.

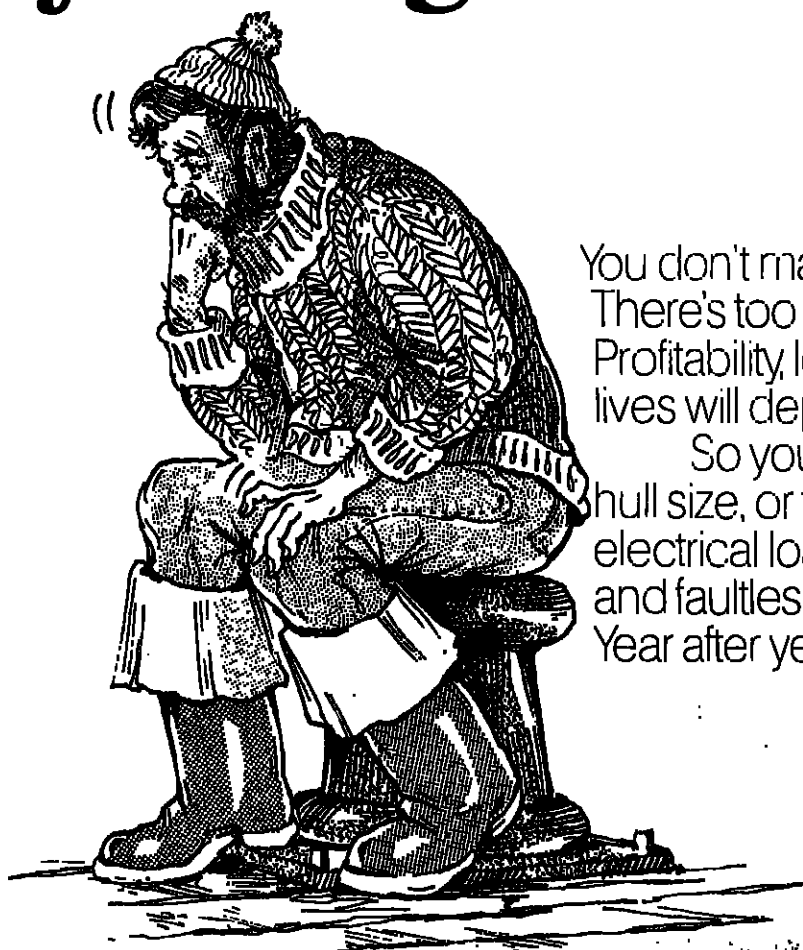
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Based in London, Michael Barendt is Director of Fisheries for the Commission of the European Communities.

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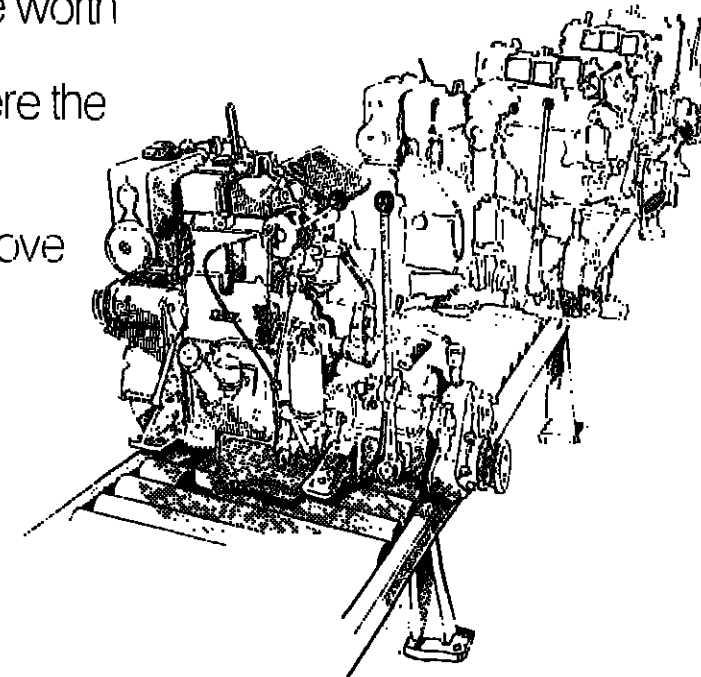
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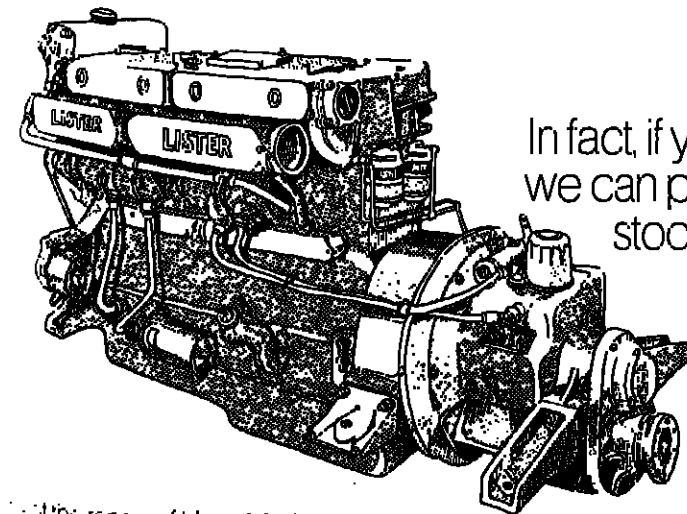
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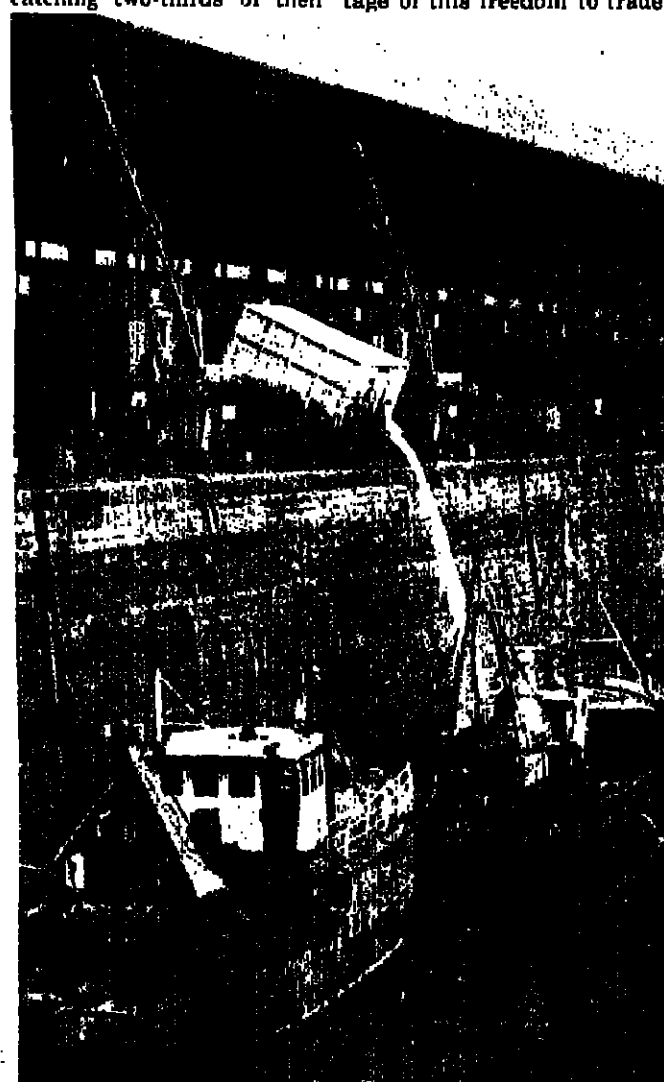
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The French trawler owners are firmly against any major changes in the Common Fisheries Policy. Trawlers like these — seen fishing on lee at Boulogne — would be allocated quotas of fish off the British coast under present EEC thinking.

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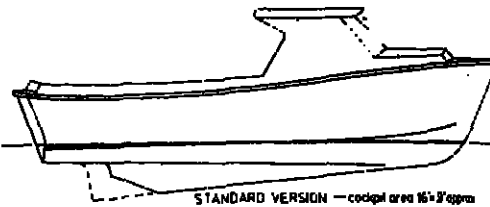
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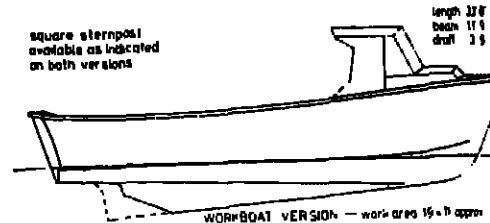
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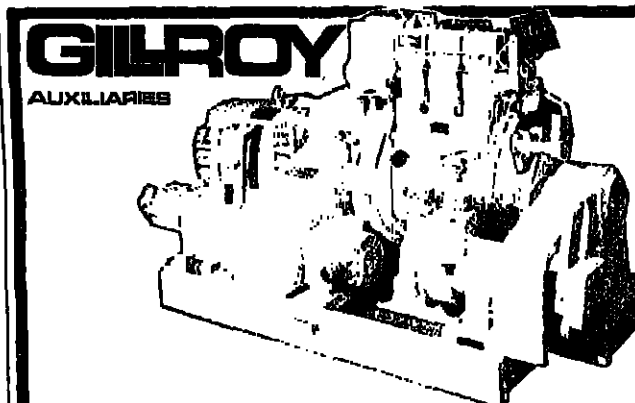
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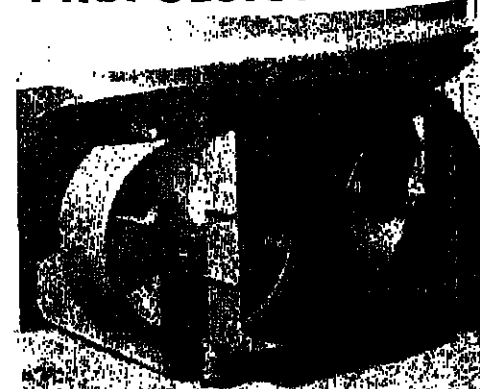
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PROCESSING AND MARKETING

IMPORT OR PACK UP— MERCHANTS

FISH - STARVED
merchants paying up to £60 a kit for cod at Grimsby last week are not joining in the current clamour for import controls. And even trawler representatives were less prepared to condemn imports as around 900 tons of frozen Norwegian cod and haddock fillets came ashore.

Trawler Officers' Guild secretary, Dave Hawley, who in two years has seen the worst-ever slump in active membership due to the contraction of the local trawling fleet, summed up the ratcheting side's view.

He told *Fishing News*: "To the best of my knowledge it has always been the view of the industry generally that selected controls on imported foreign fish are desirable."

"But we must bear in mind that it is vital for us to keep fishing on the distant water grounds and, therefore, we must be prepared to concede a certain amount of reciprocal trading."

Fish merchants are far more outspoken as they face

the prospect of a difficult winter ahead. Traditionally the port has relied on the fish from distant waters, landed by both local and foreign vessels, to keep going.

Here the contraction of the

local distant water fleet is again an important factor and Tony Woods, of R. & J. Woods, certainly did not mince his words when he spoke to *Fishing News*.

"If there are no imports of

imported frozen fish.

"We only buy such fish as we need to augment the shortage of local landings in the winter months and if we were unable to buy, for example, frozen cod fillets from Norway, it would considerably increase the price the housewife has to pay for her fish," said Mr. Goodhand.

"On the whole people don't import things they cannot sell, although clearly we could do without some of the luxury imports."

"A point to be considered is that these imports are very expensive and the drop in the pound will limit imports automatically."

"If we stop them completely, then generally the exporters find other markets and, by shortening the overall supply, it will lead to all sorts of other complications like unemployment."

George Bates, of A. E. Bates, told *Fishing News* he did not agree with import controls on any commodity and, as merchants, rarely come into contact with frozen

imports. "If you term wet fish landings from Icelandic trawlers as imports, then obviously we should be very seriously affected if restrictions were imposed here."

Mr. Bates went on: "Grimsby has always had a lot of Icelandic carrier vessels at this time of the year and, now the Government has settled the fishing dispute with Iceland, we cannot afford to lose these foreign landings with so many of our Grimsby trawlers laid up."

"Fish is a basic food and we must look to other sources if our own vessels cannot supply our needs."

There were no difficulties discharging either of the two Norwegian vessels, the 767-ton ex-whaler *Peder Huse* with something in the region of 300 tons of fish and the one-year-old 1157-ton *Voldstad Viking*, with around 600 tons.

Both vessels discharged fish mostly packed in four x 10 lb. cartons which were immediately put into local cold stores.

FREE POSTER

AS PART of a drive to increase the sale of fish and chips, Kiltie, the wholesale division of Macfisheries, is offering a free poster to every type of retail outlet and catering establishment where fish is available. Copies are available from Kiltie Frozen Foods at Ocean House, Bracknell, Berkshire, RG12 2LZ. Telephone: Bracknell (0344) 3111, Ext. 208.

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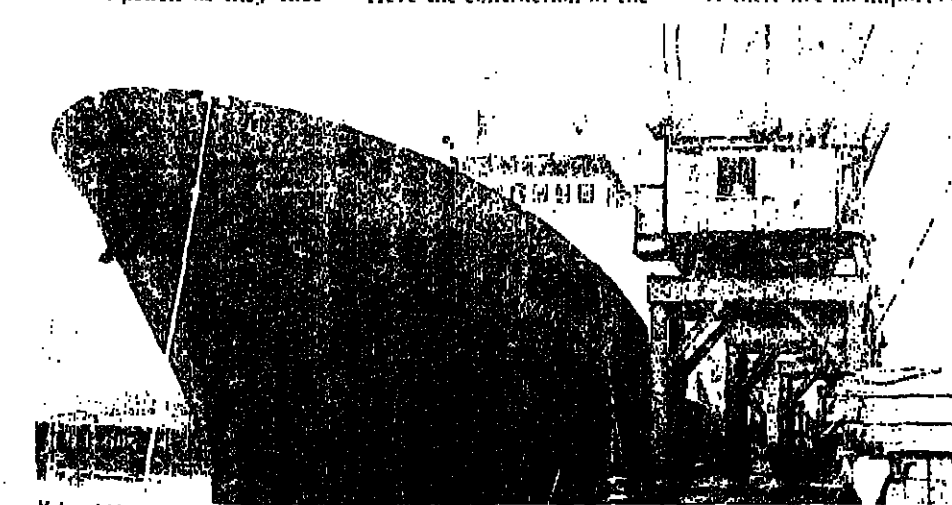
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Volsted Viking discharging at Grimsby last week. She had 800 tons aboard.

'Ted' the buyer

FORMER Prime Minister Edward Heath made a brief excursion into the world of fish handling when he inspected Aberdeen fish market before going on to tour the Catch '78 fisheries exhibition last month. Mr. Heath (below) bought a box of fish during the morning auction and he carefully scrutinised the sale ticket after making his purchase. He did not reveal his processing plans or marketing arrangements.

We take a look at some of the fish handling products seen at the Aberdeen show, starting on Page 12.

FRENCH A 'NUISANCE'

"NUISANCE VALUE" was how Ken Beeken, secretary of the Federation of British Port Wholesale Fish Merchants' Associations, described the health regulations for imports of fish into France which came into force in August.

The regulations, at first thought to be a major stumbling block to British exports, have not proved too difficult to handle.

After examining the regulations in detail, merchants found that no bacterial tests were required on fish, except from legs.

"We are coping quite well," said Mr. Beeken, "although we are still bewildered as to why the regulations are now necessary."

The only hold up has been on Saturday morning despatches where local authorities cannot provide staff to deal with consignments. This is hoped to be resolved shortly after a meeting being held in Grimsby with the local authorities.



FISH HANDLING, processing and marketing

Plant moving nearer mussel source

THE Ayrshire firm Neil Gibson and Co., which specialises in processing mussels, cockles and crabs, is to move closer to its source of supply by building a factory at Helmsdale.

Recently it was informed by the Scottish Economic Planning Department that it could go ahead with a £53,000 seafood factory near the harbour at Helmsdale. This is less than 40 miles from the mussel beds off Tain, in the Dornoch Firth.

The new factory will have an area of 2,900 sq. ft. and is expected to provide jobs for three men and 10 women full-time, or up to 30 women part-time.

Loan

The firm has been given a £12,000 loan from the Highlands and Islands Development Board for processing equipment and plant.

Neil Gibson said: "This project has been on the go for three years now — and there is nothing to stop the building going ahead. Just as soon as it is ready we will start work."

He is already inviting applications for jobs in an area where there is high unemployment.

Up to now, the company has had to rely on nine-ton loads of unshelled mussels being transported by road from Tain to Ayrshire once or twice a week. A factory closer to the mussel beds is obviously more economic, added Mr. Gibson.

TIME IS running out on Billingsgate fish market. After years of talk about redevelopment, London's market still stands firmly beside the River Thames where it has been for centuries... but this cannot go on much longer.

The market will shortly be holding up a road development which has been creeping up on it. The last stage of this scheme is about to be completed and the market's delivery vehicles and lorry park already blocks off part of a dual carriageway.

The situation has only been allowed to continue because the traffic authorities are thought to be working on the premise that the market powers are in the process of planning and rebuilding the site.

Another shadow which has been hanging over the future of Billingsgate is the much delayed application of the Food Hygiene (Market, Stall & Delivery Vehicles) Regulations.

Since 1961, the public health authorities, local and national, have been disturbed by how much the buildings of Billingsgate, let alone their personnel, fall short of the requirements of food hygiene regulations. Again the promise of a new hygiene market has managed to stave off their demands.

Somewhat belatedly, the

BILLINGSGATE —why not a merger with meat, veg?

City Corporation began to draw up plans for redevelopment. The schemes included multi-storey buildings with elaborate mechanical handling systems and heavy-duty lifts.

Inevitably, these schemes were overtaken by inflation before they left the drawing board. Then came the idea of co-development with the owners of an adjoining property which would have provided a long, three-storey market with five floors of commercial offices on top. But delays in obtaining planning permission and an office

development permit meant that the boom in City offices had passed, and the co-developer was forced to withdraw.

The corporation, forced back on its own resources, next put forward a plan which would require the construction of a new building on the present lorry park, while the existing market was gutted to make room for a severely rationed number of delivery vehicles. Among other things this plan envisaged timed arrivals of retailers, who would be allocated times to buy.

Not everyone would be allowed to hear the 6 o'clock bell!

Until this last incredible exercise the London Wholesale Fish Merchants' Association, representing the tenants of the market, had worked closely with the corporation, but now it has revolted. Such a plan was clearly unworkable, both during and after completion.

Doubts arose about the corporation's good faith in ever producing a new market. The merchants were aware that a faction of the Court of Common Council saw Billingsgate

as a highly saleable site, once the present depression is over. Even more favourably inclined councillors were insistent that the market must pay its way: rent and full income must equal both the overheads and capital costs.

The argument that, as the market served a region rather than a city the Government should be approached for help, was rebuffed with vague threats that Government money brought Government interference.

The merchants, being satisfied that no viable plan is likely to rise within the City, decided that they must take steps themselves to safeguard the future of their business. They found their position as weekly tenants unsatisfactory for planning and investment, so they began to look for sites which would be under their own control.

Sites in East London, including dockland where changes in cargo handling have left warehouses empty, have been explored. A disused engineering factory in Bow is now the subject of an outline planning application by the association to the London Borough of Tower Hamlets.

The local authority sees the move as providing income and work in an area much affected by the movement of industry away from central London.

Not all of the residents of the area are so happy at the prospect of a fish market as a neighbour, and a petition has been launched against it. The council has now deferred its decision and is exploring, with the association, possible alternatives.

There is, however, a very good case for Billingsgate going west. To Nine Elms on the other side of the river.

There is room on the site for such development. The new Covent Garden vegetable market is under-occupied and more clients for the authority and services would be welcome.

Many customers of both markets are dual-traders, handling both fish and vegetables. Buyers for catering premises of all sizes could be encouraged to shop on the same site. The market has cold storage, banking, transport and stall facilities required by both trades and these are capable of expansion.

The finance of such a scheme in these days of restricted capital expenditure would be an obvious problem, but one factor that should be considered is that the City of London would gain a private site for redevelopment, while shedding some of its traffic problems. It is also thought that funds exist in the EBC for assisting in this type of development.

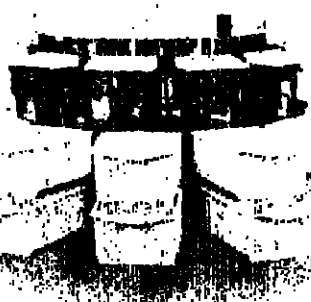
It is too much to expect that the various authorities concerned, all with so much to gain, should come together with the Greater London Council as regional planning authority to discuss the advantages and financing of such a scheme?

Incidentally, they might consider the future of Smithfield meat market, at the same time. It is a difficult beast with the difficulties of declining throughput and traffic congestion. Just think: Billingsgate, Covent Garden, and Smithfield — the three main meat markets of the South.



Why Billingsgate has got to move: traffic held up as a lorry unloads.

Make the grade with MOBA



The F.F.70 machine illustrated above has capacities of 2,900, 3,600 or 4,200 per hour, with or without feed conveyor. Our range of graders have capacities from 1,200-24,000 pieces per hour.

For further information — give us a call:

Moba B. V. (United Kingdom) Ltd.
Roughley Industrial Estate,
Turn Hill, Market Drayton, Shropshire.
Tel: Turn Hill 481/2. Telex: 35116.

Dialing by tape

MANY fish merchants are saving valuable time by installing a GPO telephone callmaker which cuts seconds off dialing time.

The Post Office has two types of Callmaker. One is the Tape callmaker, costing £10 a quarter rental and £8 to install. It can store up to 400 numbers in its magnetic tape 'memory bank'.

Using the finger-tip controls, the number required can be found in about six seconds. Once found all that is needed is the press of a button and the Tape callmaker automatically makes the call.

The other version is the Card callmaker and costs £8 a quarter rental. At a fee of £5, it is slightly cheaper than the Tape to install. This device dials automatically by inser-

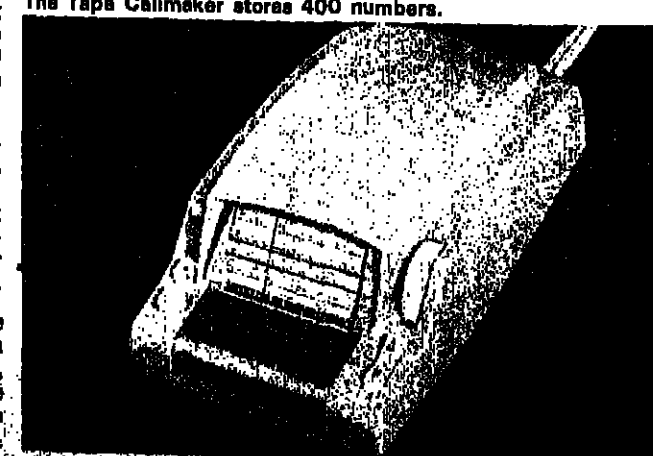
ting punched cards into a small box next to the phone.

The Card callmaker comes with 50 cards in a plastic box. Each card has a separate phone number and any never misdial. If a amount of cards can be alphabetically indexed and used to dial again.

The Tape Callmaker stores 400 numbers.

used an unlimited number of times.

The GPO claims that both callmakers have complete accuracy and that they can be used in any order. If a amount of cards can be alphabetically indexed and used to dial again.



October 1, 1976

October 8, 1976

October 8, 1976

FISHING NEWS

11

GIVE US A CALL WHEN YOUR BOAT COMES IN

As any fisherman worth his salt will tell you the job has just started when the catch is in. And that's where we start.

We provide an impressive list of services, both to professional trawler operators and to fish wholesalers and distributors.

We operate a total of twelve cold stores throughout Britain, seven with fish freezing facilities, from Inverness to Lowestoft.

We realise quantity is not everything, which is why we provide a top quality service producing a top quality product monitored by our trained quality control staff.

And that doesn't just go for freezing and storage. We will take your products using our own refrigerated fleet of over 400 vehicles throughout the U.K. and Europe, and deliver them just where you want them.

All you have to do is tell us where to go, and like so many of our services, each distribution operation is tailor-made to your needs.



Cold Stores

Ayrshire - 68,000 cu. metres
Forth Road, Ayr, Scotland
Tel: 01624 2211

Dorchester - 104,000 cu. metres
Fleet Road, Dorchester, Dorset
Tel: 01307 2211

Dundee - 49,000 cu. metres FFR
Fleet Road, Dundee, Scotland
Tel: 01307 2211

Edinburgh - 32,500 cu. metres FFR
Fleet Road, Edinburgh, Scotland
Tel: 01307 2211

Elmhurst - 65,000 cu. metres
Fleet Road, Elmhurst, Scotland
Tel: 01307 2211

Falkirk - 17,000 cu. metres
Fleet Road, Falkirk, Scotland
Tel: 01307 2211

Grantham - 130,000 cu. metres P
Fleet Road, Grantham, Lincolnshire
Tel: 01532 2211

Grimsby - 170,000 cu. metres FFR
Fleet Road, Grimsby, Lincolnshire
Tel: 01462 2211

Hull - 68,000 cu. metres FFR
Fleet Road, Hull, East Yorkshire
Tel: 0482 2211

Inverness - 25,000 cu. metres F
Fleet Road, Inverness, Scotland
Tel: 0466 2211

Lowestoft - 204,000 cu. metres FFR
Fleet Road, Lowestoft, Suffolk
Tel: 0502 2211

Lowestoft - 78,000 cu. metres FFR
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Transport Depots

Aberdeen - 10,000 cu. metres
Fleet Road, Aberdeen, Scotland
Tel: 01224 2211

Barnstaple - 10,000 cu. metres
Fleet Road, Barnstaple, Devon
Tel: 01271 2211

Belfast - 10,000 cu. metres
Fleet Road, Belfast, Northern Ireland
Tel: 01234 2211

Birmingham - 10,000 cu. metres
Fleet Road, Birmingham, England
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Bristol - 10,000 cu. metres
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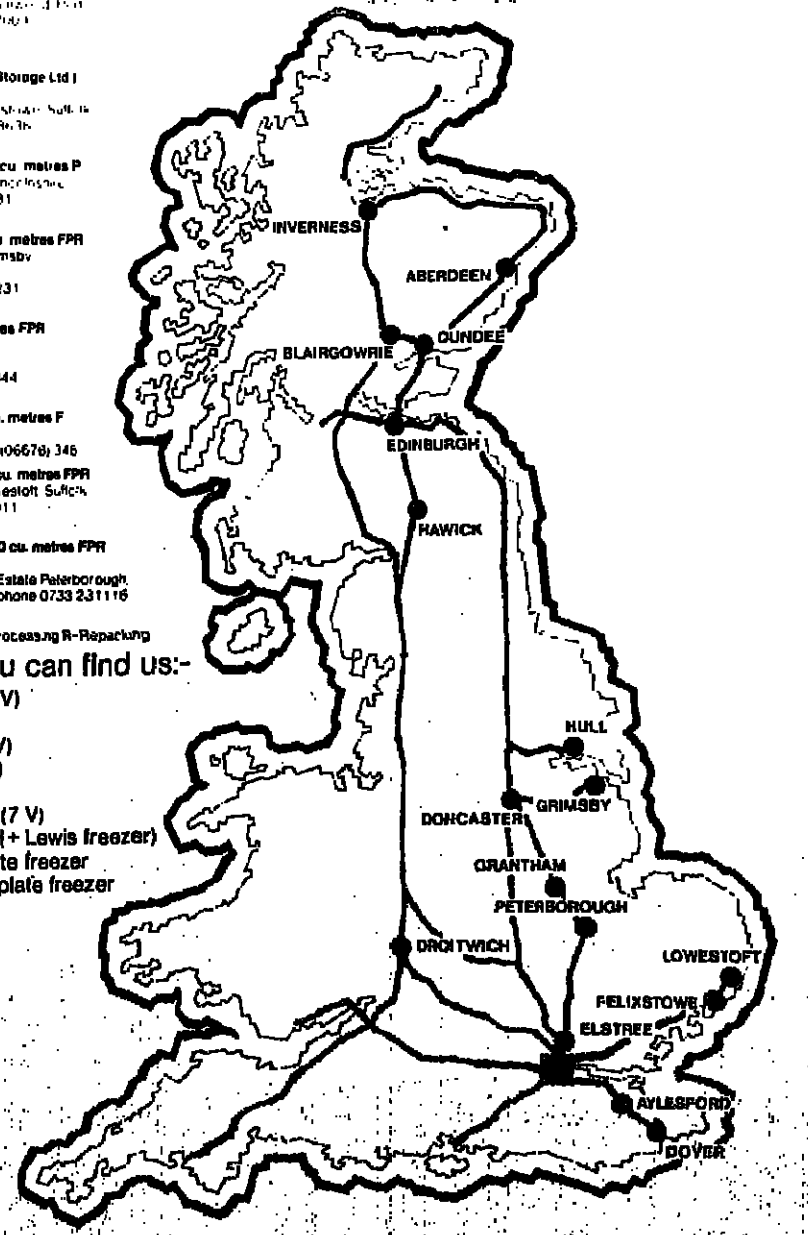
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Where you can find us:-

Inverness (20 V)
Dundee (8 V)
Edinburgh (8 V)
Hull (3 H + 2 V)
Grimsby (7 H)
Peterborough (7 V)
Lowestoft (6 H + Lewis freezer)
V = vertical plate freezer
H = horizontal plate freezer



Christian Salvesen (Cold Storage) Ltd.

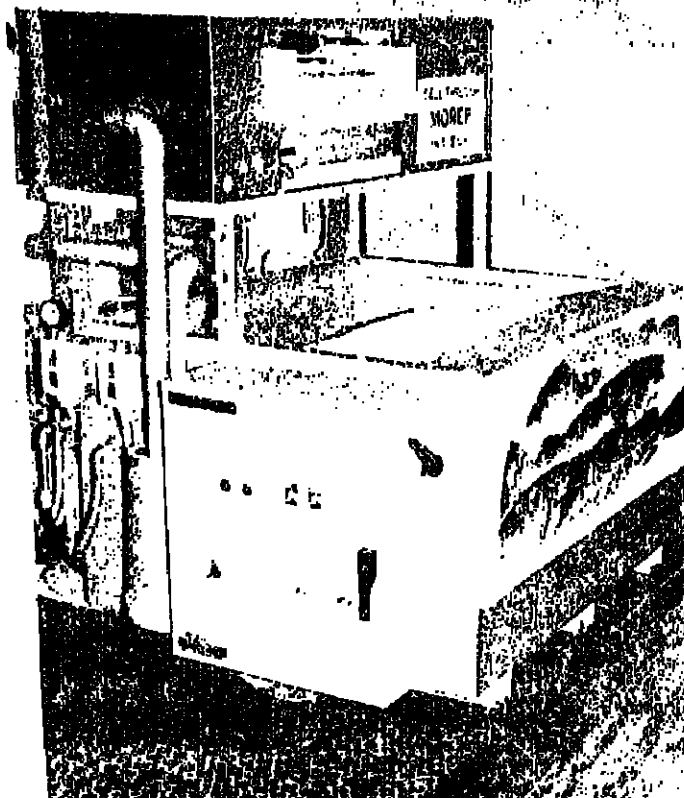
HEAD OFFICE: 50 EAST RETTES AVENUE, EDINBURGH. TEL: 031-552 7101. TELEX No 7222

FISH HANDLING, processing and marketing

MANUFACTURERS of fish handling and processing equipment were out in force at the Catch '76 fishing exhibition staged last month. In this report we look at the line-up of products, many of which tempted visitors to reach for their cheque books.

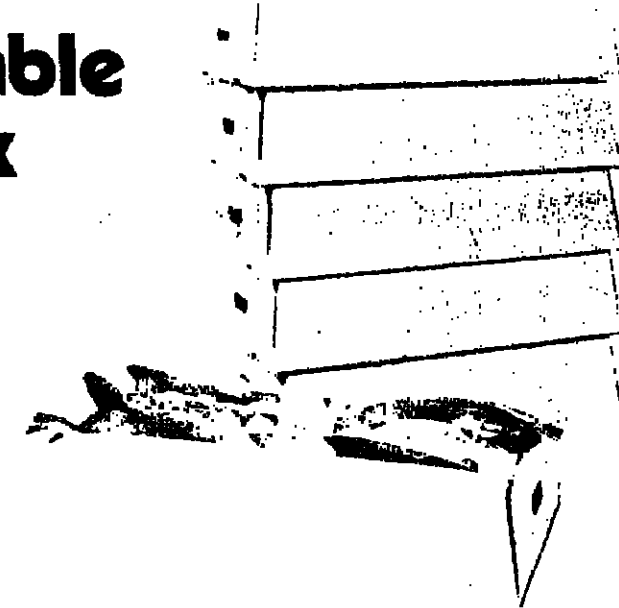
NP PLATE COOLERS

T FREEZERS



Promac's on-board 1200 flake ice machine. It can be used to make 1.2 tons daily from fresh or salt water and is usually sited in the fish hold.

The Merstone-4 Non Returnable Fish Box



The Merstone-4 is a general purpose open-topped fish box for transporting 4 stone of herring or small fish from the port of landing to other markets and processing plants, or to Continental outlets.

It is manufactured from 'Pachyderm', a high quality polythene coated waterproof solid fibroboard. Size 26 1/2 x 14 1/2 x 5 1/2" (672 x 375 x 150 mm.), the triangulated side flanges and shaped corner posts are designed to give carrying and stacking strength. The wedge shape prevents the upper case from slipping into the lower case when stacked.

The Merstone-4 has successfully provided a means of landing fish directly onto the quayside and has the advantage over the conventional returnable fish box, of reducing the costs of losses, repairs, cleaning and transportation.

DRG Merton Packaging

1 Merton High St. London SW19 1DC. Tel. 01 340 8282

(12) DRG Packaging Ltd., A Division of Drayton Ltd. (London)

Catch '76 product line

FRESH AND SEA WATER FLAKE ICE

FEATURED on the vast Morep Ltd. stand was a double display of flake ice making machines by Promac Ltd. which is making a very determined drive to gain a real UK market foothold.

The firm is chasing both on-board and shore-based installations in the UK following a remarkable run of success on the continent.

This Dutch company, part of the large Van Voorden group, is working through the Morep agency having pioneered the manufacture of on-board machines in Holland during the early 1970s in an effort to end fishing vessel queues at ice factories.

Today, it has cornered the Dutch market to such an extent that it is estimated 80 per cent of all new fishing tonnage built there is fitted with a Promac installation from its range of sea or fresh water machinery.

Promac, with well over 150 satisfied customers operating machines on fishing vessels, has its sights firmly set upon the international market and has already made sales as far afield as New Zealand, Kuwait, the Philippines and Britain, where the most notable installation is a dc 2500 model, capable of 2.5 tons daily, on

the Hull stern trawler *Orlando*. Flake ice, unlike crushed ice, does not congeal into large lumps, is easy to use at all times and — despite the production temperature of -8°C. — has no sharp edges.

The Promac systems are based on a revolving drum fitted horizontally in a water tank; about two-thirds of the drum is submerged and the remainder does the freezing as it rotates. Drum speed determines ice thickness (from 1 to 3 mm) and an angled breaking blade slices the ice into flakes about 1 to 2 cm. sq.

The five on-board machines have a range of from 1.2 to 4.5 tons daily and are constructed of light, non-rusting materials. They are small enough to tuck away into the fishroom and are usually fitted over a bunker.

A switch panel can be fitted where required and a remote control unit can also be sited in the wheelhouse.

Flake ice ensures rapid cooling of the catch due to the large surface area and the Promac range of machines being offered are unaffected by ambient temperatures falling below 0°C. Promac flake ice machines can be supplied to dc or ac voltage and hydraulically driven as required.

At Catch '76, the 1200 on-board model was displayed: it has a capacity of 1.2 tons a day driven off an electric refrigerating unit of 5.5 hp.

Also on show was a Promac Maja-type shore machine with a capacity of 150 kilos daily and directed mainly at the fish processing trade. It produces ice, as do the full range of Maja flake machines, at -7°C to -8°C.

Both machines created considerable interest and Promac expects shortly to add to the five British on-board installations already completed.

FAST FISH GRADING

AFTER supplying processors with fish grading machinery for nearly ten years, Moba B.V. (UK) Ltd. made its first-ever appearance at a fisheries exhibition when it displayed the Type FF70 fish grading machine at Catch '76.

The parent company, Moba Apparatenbouw B.V. of Holland, has installations of its grading machines in 57 countries and the fishing industry accounts for about 15 per cent of the firm's business.

All the major frozen food

manufacturers in Britain have turned to Moba at some stage because of the adaptability of its grading machines.

A good range of machines are available and they are especially popular when grading individually quick frozen fillets of fish. Speeds are variable and some of the larger installations can cope with over 4,000 pieces per hour.

The Type FF70 on show at Aberdeen was operating at speeds which would enable a processor to handle 3,000 to 3,800 pieces per hour into eight variable weight grades.

It was designed for operation by just two persons, one for loading and one for removing the full containers. The standard motor is 1/8 hp, 380 volts, three-phase, 60-cycles.

MACHINES FOR SCAMPI

INTEL ENGINEERS has a world-wide reputation for its fish processing and mechanical handling equipment.

Intel undertakes complete project management for new processing plant anywhere in the world, including the design and construction of premises as well as the manufacture and installation of machinery to customer requirements.

Two new items of equipment on display were the Intel scampi splitting machine and the Intel scampi moulding machine, which have been designed as extensions to the firm's existing line of scampi processing machinery.

Right: part of Intel's scampi moulding machine showing the hopper into which shelled scampi is loaded. Meat extrudes through the nozzles.

Below: the Moba FF70 fish grading machine on display at Aberdeen. Able to handle up to 3,800 pieces an hour, the machine is designed for two-man operation.



Intel's policy is to supply complete systems for fish processing, rather than individual items, and the new scampi machines have been introduced at the request of processors looking for a comprehensive line for scampi grading and deboning machines will be added at a later date.

The scampi splitting machine cuts the shells of scampi tails lengthways into adjustable for any size of fish.

The scampi moulding machine is designed to produce a high value product by scampi tails which are of high quality.

After shelling, the meat is loaded into a hopper on the moulding machine where it is mixed with water and a binding agent.

Then the product is drawn from the hopper by pneumatically-operated rollers and is compressed and fed into a moulding head. It is then extruded through nozzles which appear in portions, which of similar shape and size to the damaged shelled scampi.

The product is then frozen, battered and breaded, ready for the hotel and catering trades.

BOX RANGE EXPANDS

"EVERY order is important to us, whether it is for 10 boxes or 5,000, and we have built up our reputation on this basis", a spokesman for Donbox of Aberdeen said.

This company was

FISH HANDLING, processing and marketing



Above: Aberglen/Intel stand. The firm offers a comprehensive service to processors.

designs to suit lobster, crab and prawn fishing. United Wire has come to the fore in the processing industry supplying numerous styles of baskets for glazing, dipping, carrying, etc., and spits.

In fish processing, however, it is perhaps best known for trays, both mild steel plastic-coated and stainless steel.

North-east factories of two leading processors, D. A. Macrae and MacFisheries, rely on United Wire trays to carry millions of fish each week through their smoking kilns and freezing departments.

Wire mesh trays in stainless steel, or epoxy resin-coated mild steel, come self-stacking or flat to fit existing racks or stacking trolleys.

Gordon Cook summed up: "We can supply anything the customer requires in wire goods."

SAME DAY FISH BOXES THE printing and box making firm of Charles Siddon Ltd., Aberdeen, found Catch '76 "first class" as far as its order book is concerned.

Mr. Christie, the managing director, said a considerable amount of interest had been shown from potential customers throughout the United Kingdom.

Siddon is a well established concern supplying an area from Dundee to Shetland with a full range of polythene-coated cardboard boxes and "virtually everything the wholesale and retail fish merchant requires in printing, stationery, packaging and wrappings".

One of the main selling points in the fish box line is that there is no extra charge for printing: prices quoted are for plain or printed in one or two colours to the customers' specifications.

Salesman, Dave Pratt, explained how the firm's high-speed service operated: "If a customer rings up in the morning, then he'll have his boxes by afternoon."

"Until a year ago three companies served the area, now there are five in existence; in spite of this we have retained our share of the market by introducing the latest machinery which has enabled us to continue to service the industry without increasing our charges."

'ANYTHING' IN WIRE

"EXCELLENT business" was the post-exhibition comment from Gordon Cook, general manager of United Wire Ltd., which is reputed to be the largest wire company in Scotland.

Headquarters are in Edinburgh, but a manufacturing plant has been set up in Aberdeen to meet the needs of the local industry. The company has been in existence since before 1900, but was established in Aberdeen to trade under the parent name only 18 months ago.

On show at Catch '76 was a variety of wire work, from "lower" creels to fishing and machine guards. Plastic-coated wire creels are made in various

NEW DRUM AT SHOW

HARCOSTAR, the 12-year-old plastic blow-moulding company, has sold large quantities of its Mauser five to 45 gallon capacity drums to customers in Ireland and south-west England.

The problem for plastic manufacturers is converting dyed-in-the-wood "wooden barrel" users to accept the relatively new material. This is done by showing the advantages of plastic drums over wooden ones.

the fingers in the hand holds and the thumbs on top of the Worldstar lid.

"A distinct advantage is that, unlike drop handles, the blown-in hand holds cannot be damaged or broken during the rough and arduous handling to which they are generally exposed."

"The new hand hold is cheaper to produce than the traditional drop handle, which provides a direct saving to the customer."

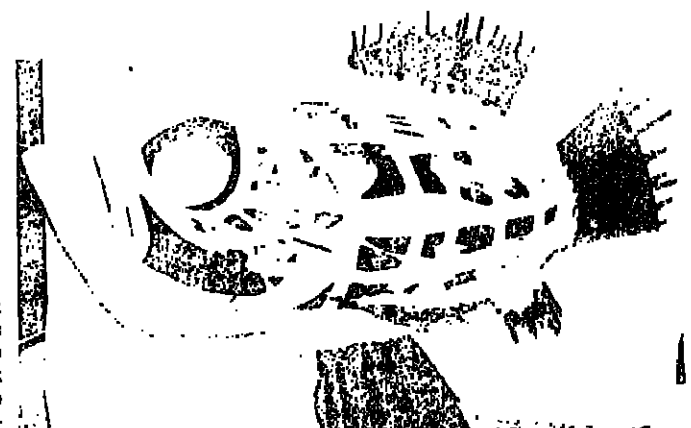
Harcostar sells the robust yet lightweight Mauser plastic drums in two versions: the open-top with lever-lock closure lid, in 60 to 210 litre sizes, or the 210/220 litre closed head bung drums.

Ease of handling is a feature of the Mauser plastic drums. They can be rolled on their edges and have quick-release spring tension locks on the lid to cut handling time and labour costs. The smooth shape allows easy cleaning.

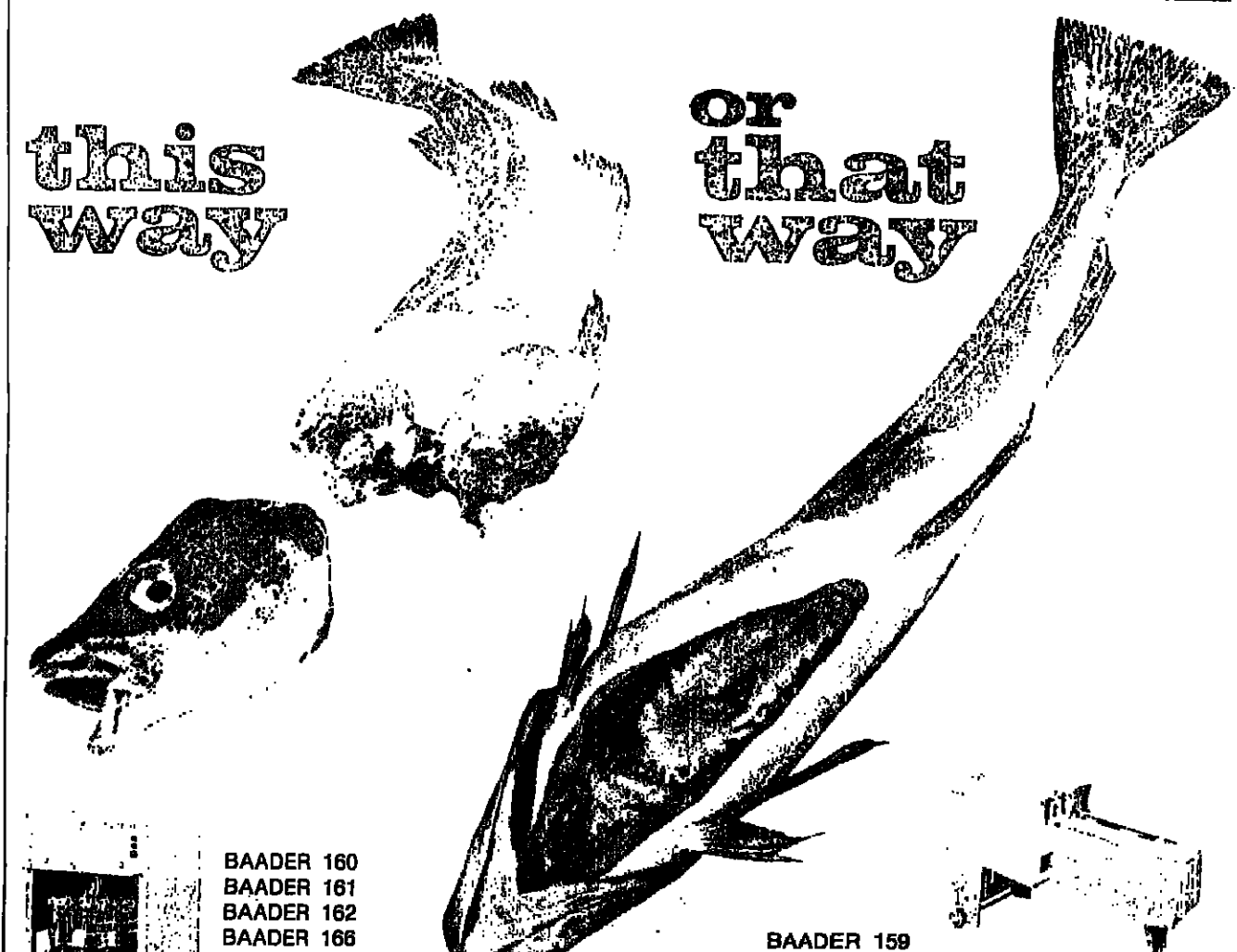
Geoffrey Carr, and representative Bryan Peacock, hope to extend their market for Harcostar drums.

Continued overleaf

THE 'FREEZING' FISH



A FEATURE of the Kvaerner Kulde A/S stand at Catch '76 was a rather unusual-looking fish with a body formed of refrigerant carrying tubes. It progressively frosted over as the days passed, due to condensation, and produced an attractive novelty which drew the attention of visitors to the more serious business of the refrigerated sea water systems the Norwegian firm produces. Kvaerner Kulde A/S has more than 40 years experience in RSW systems and already has complete plants, comprising condenser, compressor, pilot receiver, salt water cooler, circulation pump and expansion valve, on 77 vessels including the Scottish pursers *Vigilant* (Skipper Alexander Buchan), *Pathway* (Skipper Alexander J. D. Buchan) and the big Scottish purser *Chris Andra* (Skipper Andrew Tsit).



Gutting

without throat cut or with throat cut, head on or head off, on the other hand the heading cut in different variations: — with adhering collar bones or with separated collar bones. For all cutting methods BAADER has the right gutting machine.

BAADER 159 guts without throat cut. It was designed as a gutting machine only, robust, simple and appropriate.

BAADER 166 and BAADER 162 gut with throat cut in different ranges of fish sizes. Both machines are also capable of heading by means of the round cut, the collar bones remain at the fish. Another type of machine removes the head together with the collar bones prior to gutting by one straight cut, that means throat cut and heading cut in one operation, then the machines are called BAADER 160 and BAADER 161.

BAADER DESIGNS ECONOMICAL MACHINES.

BASED ON MORE THAN 50 YEARS OF EXPERIENCE

BAADER

NORDISCHER MASCHINENBAU RUD. BAADER

Postfach 1102 D-2400 Lübeck 1

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FISH HANDLING, processing and marketing



THOS. E. WILSON & SON
WHOLESALE FISH MERCHANT AND
CURER
164 Sinclair Road, ABERDEEN
AB1 3PS
Tel. Aberdeen STD 0224 877017
House 740238

ROBERT CROAN & SONS LIMITED

Herring, Kippers, Sprats, Salmon
Shell Fish, White Fish (whole or fillets)

All enquiries to:

Custom House Building, Granton, Edinburgh
EH6 1PL

Telephone: 031 552 4261

Telex 72494

Cables KIPPERS, EDINBURGH



THE QUEEN'S AWARD TO INDUSTRY
1975



JANS PRINS-ZEEUWSCHE

BANIER B.V.

YERSEKE, HOLLAND.

Dealers in Shellfish and
Canned Fish

Telex 55176, Tel. 01131-1321.

From page 13

costar drums in Scotland. The drums have already been tried and praised by Meripro Ltd., the Devon curers, packers and exporters of marinated fish products, which recently ordered more than 6,000 of the 120 litre size to be shipped direct to its Nova Scotia operation.

ONE-TRIP
FISH KIT

"ONE OF the first and now the largest supplier in Aberdeen of 1 stone and 2 stone non-returnable cardboard boxes," is how DRG Merton Packaging was described.

A South London-based company, it supplies major ports. In Aberdeen it sells through two distributors — A. Leiper (Box-makers) Ltd. and Aberdeen Fish Curers & Merchants Association — and offers a quick service with box-printing facilities.

Marketing manager, Mike Foden, said at Catch '76 that the firm is very encouraged by the growing interest in its polythene boxes.

The board, developed by DRG and used in Aberdeen since about 1968, is a water-proof solid fibreboard laminated with polythene on both sides of a specially-treated grey board core.

This material makes a durable non-returnable wet fish box which is able to resist water, ice, damp or freezing conditions.

DRG's latest and larger capacity box — the Merstone 4 — has been designed as a non-returnable general purpose open-topped fish box.

Manufactured from polythene, this box has been developed mainly for transporting four stone of herring, or small fish, from the port of landing to other markets and processing plants.

The firm's non-returnable fish kits were introduced at Ayr and, since then, a steady issue of trial orders have been requested.

A number of enquiries from skippers were dealt with during the Aberdeen exhibition. Skippers are now showing an interest in landing direct from boat to market using the new materials, so eliminating some of the problems occurring with returnables.

Catch '76 product line

FREEZING
PLANTS

FORBES Refrigeration Ltd., founded only two years ago, was taking part in a Scottish fisheries exhibition for the first time.

The firm provides a complete service in industrial refrigeration and is able to offer the design, installation and commissioning of various types of refrigeration plant.

These in-depth resources are provided by close association with Hewson and Turrell Ltd. of Grimsby, which has been undertaking refrigeration contracts since 1948.

Much of Hewson and Turrell's work has been concerned with fish freezing plant. It can undertake an entire project through to installation and commissioning.

This way, given requirements can be met precisely with performance underwritten by a 12-month guarantee.

Therefore, any plant designed by Hewson and Turrell Ltd. being installed by Forbes Refrigeration (under the direction of Hewson and Turrell) has a guaranteed performance at a pre-determined cost.

Above: DRG Merton Packaging fish boxes. Customers include Suttons, Marr, Lawrence and Rae, Highlander, Magnum, Test Valley Trout and Iccallantle Seafoods. Below: handling half-barrel Harcoastar Mauser-style polyethylene drums. The new-type handles are moulded in.



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GRIMSBY fish merchant and salmon specialist, Eric Macklam, has come up with his own way of beating inflation and helping the housewife with big savings on fresh salmon. And he really is making the fish trade sit up and take notice.

Concerned at the steep prices of fresh Scottish salmon, particularly at the beginning of the season when demand always outstrips supply, the small family firm has been flying in fresh salmon from America.

The fish is being caught by Indians using trawl nets off the north-west Pacific coast and their prices undercut the Scots by up to 40 per cent.

Hundreds of pounds of fresh sea-caught coho salmon, ranging in size from 2 to 4 lb, right up the scale up to monsters around the 40 lb mark, are regularly — frequently on a daily basis — winging their way across the Atlantic from Seattle to Heathrow airport in only eight hours.

Even after the journey to Grimsby many fish have been caught for less than a day by the time they are on the last leg of their trip to consumer, or wholesale outlets.

At best the Scottish salmon, which Macklam's still handle, takes just as long — and sometimes even longer — to arrive at Grimsby. So, there is never any doubt about the freshness of the imports.

Frozen salmon has been

shipped from America for many years now by the trade, but this is the first time fresh fish have been brought in regularly on a proper commercial standing. The venture, pioneered by fish wholesaler and business partner Richard Macklam, looks like a very big winner indeed.

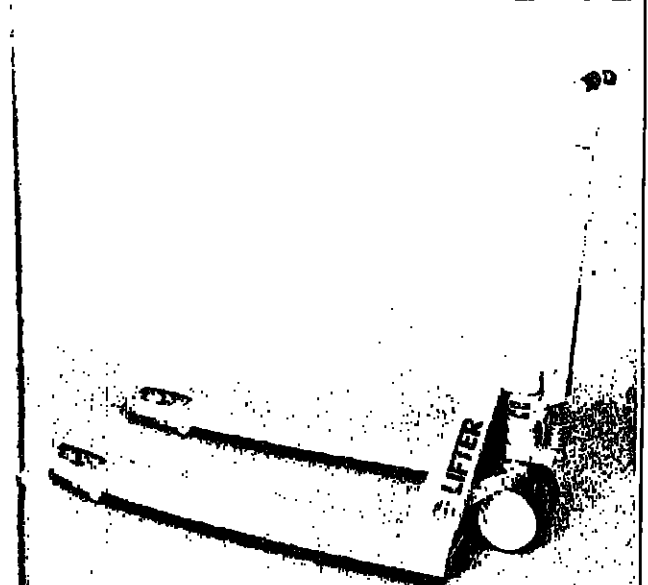
"We're still feeling our way to a certain extent as we're still in our first year and the business is still developing", Richard Macklam explained to *Fishing News*.

"It's important not to over reach and handle the job properly from the start, otherwise it's not worth bothering with."

"The price of Scottish fish held very high this year, even after the season was in full swing, and we had to look around for an alternative source without sacrificing quality."

"It really is exciting to have the chance to offer high-quality fish to the housewife at prices which compete with their traditional choice."

"Not only that, but we've opened up another channel which has given us the opportunity to supply the better end of the market with a better type of fish."

TWO TONS
AT A PUSH

The Rolatruo (above), designed and made in Sweden, is claimed to handle really heavy loads with the minimum of effort and maximum speed. The hand pallet truck can be pushed or pulled and has a simple-to-operate control for hydraulically lifting and lowering. The manufacturers claim the Rolatruo needs no maintenance and can lift loads of up to two-tons clear of the ground. A handbrake is fitted and Rolatruo can operate on uneven ground.

'Popular' size
fillet packs

WITH THE sharp increase in popularity of refrigerators and freezer compartments — some 300,000 were sold last year compared with 10,000 in 1971 — the major frozen food manufacturers are constantly reviewing their pack sizes to meet the needs of this growing market sector.

One packaging trend towards smaller packs, and consumer preference for lower unit prices, has led to the launch of a new 2 lb size of its Hand-dish home freezer fish fillet range. There are five products in the range, each in new packaging featuring a transparent bag with a carrier handle and resealable top. The products and suggested prices are: cod fillets at £1.28; haddock fillets at £1.32; plaice fillets at £1.55; breaded plaice fillets at £1.25; and battered cod fillets at £1.31.

Salmon comes faster
from the USA

Eric Macklam.

Richard Macklam.

Richard Macklam keeps in daily touch with America and is just as aware of the salmon markets there as he is of those in Scotland, or the going rate for wet fish on the pontoon at Grimsby.

Such is the demand that he is now placing and receiving orders for tons of American frozen salmon, in addition to fresh fish.

There has been a certain amount of criticism of the American fish and some claims, mainly from Scotland and rival factors, that it falls short of the Scottish product. But Richard asserts the taste is very comparable and nearly impossible to detect from Scottish salmon when cooked. In any event the trade seems

to agree, as those full order books prove.

As the business continues to expand, the firm has installed new cold and refrigerated stores at its Murray Street premises to cope. It also carries on a very active trade in all types of wet fish.

Eric Macklam has come a long way in around 20 years as a merchant at Grimsby and looks to an even rosier future. Already he has another surprise up his sleeve and is buying top-quality tuna fish for the British canning industry. But then there's a lot of things that are surprising about this enterprising outfit for Eric Macklam, a highly qualified electrical and

mechanical engineer by profession, became a fish merchant purely by accident.

Having a drink one evening after a rugby match, established merchant David Cleve bet him he couldn't sell the haddock a fish without producing it and, above all, profitably.

Much to everyone's amazement Eric Macklam did just that, delivering the profitable "sale" the following day.

That wager changed his life completely, plunging him into the cut-and-thrust of fish merchandising.

"It was tough at first," he recalls, "and I've a lot to thank David Cleve for, as he nursed me along despite losing the bet."

And guess the fish which set Eric Macklam off on his new career in the pub that night. Yes, it was a frozen Pacific salmon!

Distribution is A1
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Within four miles of this busy A1 inter-section is Frigoscandia's South Kirkby Centre — one of Europe's largest and most sophisticated cold storage, freezing and distribution complexes.

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South Kirkby was selected by Frigoscandia as a prime location following a major logistics study into road networks, British production and consumption areas. Since opening only five years ago the store has quadrupled in size and now offers facilities including bonded storage, inspection, contract packing, bulk break-up, order assembly and detailed refrigerated

distribution work. A unique package of freezing services is also available to customers for processing products in I.Q.F. or bulk form.

Frigoscandia storage and distribution centres like South Kirkby can now be found within or nearby 20 major European cities.

Each Frigoscandia centre specialises in service deals on storage, handling, freezing and distribution which can be tailored precisely to meet a wide range of customers' needs.

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BIRDS EYE CHIEF PREDICTS: Frozen foods boom in the regions

SCOTLAND, along with the north and west regions, could lead a 50 per cent growth in demand for frozen foods by 1980.

This was predicted on Monday by the chairman of Birds Eye Foods Ltd., Kenneth Webb, at a seminar in London.

Setting the tone of the

seminar, entitled *Frozen Foods: Are We Ready for Tomorrow?* Mr. Webb pointed out that exciting developments had been taking place in retail trading in the regions, such as the growth of supermarkets in the north of England and in central Scotland.

Mr. Webb said: "We know that there are fewer home freezer centres in the far north and in the West Country. We know, too, that the level of home freezer and refrigerator ownership is less in these areas than in the main centres of population in London and the Home Counties. So we can anticipate growth in these areas."

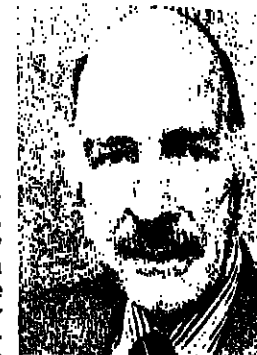
"In the 'provinces' they have always spent heavily on food, and I believe there could be more money available for consumer spending of this kind in the regions in the next two decades, if only because the mortgage, motoring and other commitments of those who live in London and the Home Counties are disproportionately higher."

"One question that we should, therefore, ask ourselves in this industry is: Are we ready for tomorrow in the regions? Are we ready for

economic and commercial devolution as well as political devolution?"

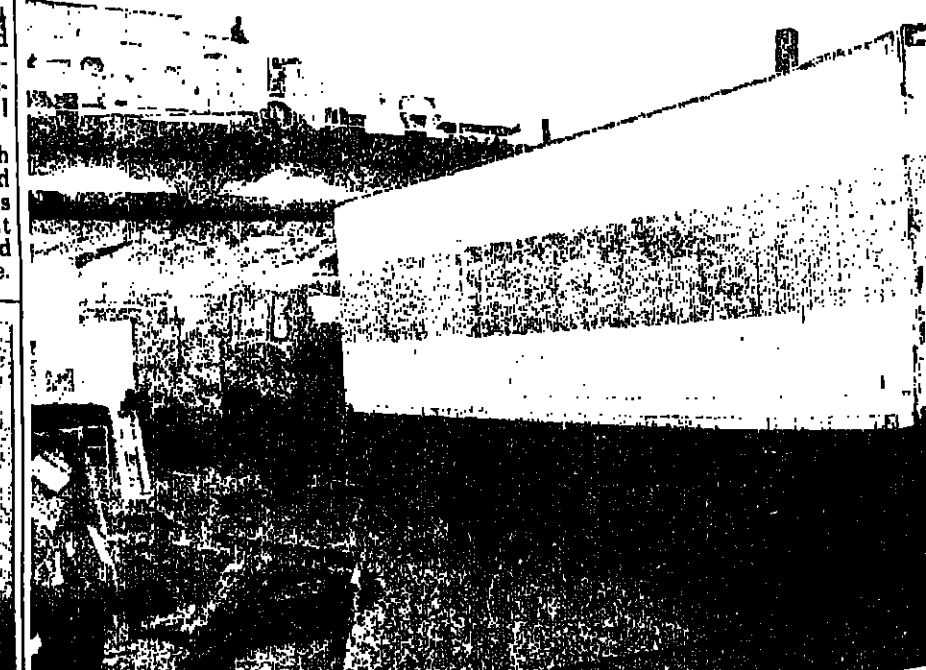
"I believe that the market in Scotland is due for continued considerable expansion over the next few years."

"Innovation in trading may come in future from the regions and not from London."



Kenneth Webb

Fast route to Holland



A fish lorry being driven aboard *Oloa Kent* for the night sailing.

THERE IS a wide choice of shipping lines to use when transporting fish to the Continent by lorry. One line which is growing in popularity is the Oloa Line which runs a twice-daily service from Sheerness, Kent, to Flushing, Holland.

Much of the fish going by this route is mackerel from the West Country. Lorries travel up by day to Sheerness, much of this journey being on motorways. The night sailing leaves at 10 o'clock and, early the next morning, the lorry is on the roads of Holland.

Shrimp

Flushing has good motorway connections to most Dutch centres and many of the lorries can turn round and come back the same day.

In addition to mackerel, shrimps and prawns are shipped this way.

Refrigerated lorries plug the cooling machinery into the ship's electrical supply and drivers are given free accommodation and meals.

The traffic is not all one way. Cod from Poland comes into the country by this route and the continuing increase in trade is leading the operators to consider an increase in frequency.



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New small diesel for heavy duty work

THE FIRST boat in Britain to be fitted with a Sabb F diesel is *Fulmar*, based on a Halmatic 36ft. Mk.2 GRP hull.

She has been completed at James McCaughey's boatyard, Wick, for Alan Jackson and Ian Cox who will use her for stern trawling and potting from Gairloch, in Ross-shire.

The Sabb F diesel incorporates the unique Sabb clutch and reduction unit which drives a hydraulically operated controllable pitch propeller (Sabb's HVP system).

Sabb Motor A.S. has been producing the HVP system four cylinder 68 hp—and six cylinder 100 hp—engines at its works near Bergen, Norway, for several years.

They are based on Ford 2710 engines which have been marinised with success by several companies in the UK. HVP stands for hydraulic variable pitch. It is because it incorporates the HVP system that a Sabb F diesel differs from all other marine versions of Ford 2710 engines.

Because of this feature, the engine is well suited for use in boats like trawlers and tugs intended for heavy duty.

The F6380 HVP engine fitted in *Fulmar* has a continuous DIN B rating of 100 hp at 2200 rpm. It drives a 32 in. diameter, three-blade propeller through a 3:1 reduction gear and gives the boat a cruising speed of 8½ knots at 1600 rpm. It weighs a little over 1500 lb. and consumes 4.4 gallons of fuel oil an hour.

The smaller Sabb F4254 HVP has a continuous DIN B rating of 68 hp at 2200 rpm. Like the six cylinder model, its cylinder bore is 4.22 in., stroke 4.52 in. and compression ratio 18:1.

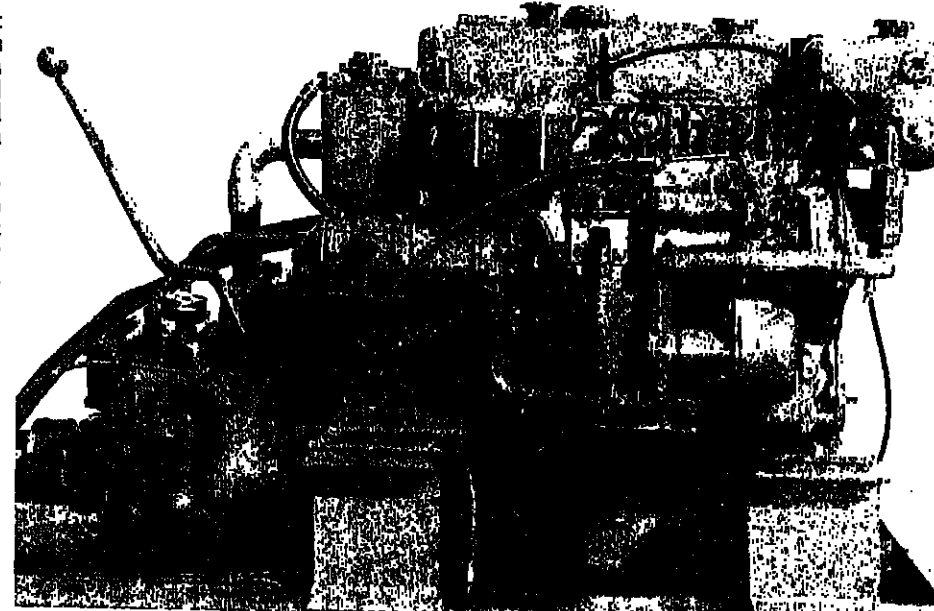
Its cubic capacity is 4.15 litres (254 cu.in.) as compared to the bigger engine's 6.22 litres (380 cu.in.). It weighs a little over 1,200 lb. and consumes 3.07 gallons an hour.

Sabb F units are direct injection engines with pressure fed lubrication systems and Bowman oil coolers. They have closed cooling systems with impeller-type circulating and sea water pumps, and are available with 2:1, 3:1 and 4:1 reduction gears.

Hydraulic pumps can be driven from take-offs to power deck machinery like the North Sea winch and pot hauler in *Fulmar*.

The owners of *Fulmar* have so much faith in their new engine that they took her round the north of Scotland to Gairloch immediately after engine trials.

The 36ft. *Fulmar* is the first boat in the UK to be fitted with Sabb's new F diesel engine. Based on a Halmatic GRP hull, she was completed at the James McCaughey boatyard at Wick.



The Sabb F diesel, a marine version of the Ford 2710 engine.

I have heard that, during the 400 or so hours it has been running, they have found finger-tip control of propeller pitch and ability to combine high pitch with low engine revolutions in calm conditions to be unexpectedly useful features of the engine.

Two more Sabb F engines are now on order for installation in fishing boats in the UK and I gather that they may be built here under licence before long.

If that is the case, they are likely to be built by Emsworth Marine Engineering Ltd. at its works in Thorney Road, Emsworth, Hampshire, as the franchise for Sabb diesels in the UK was transferred to this firm in August this year.

E.M.E. is a subsidiary of A. R. Savage Ltd. and is now sole concessionaire in this country for the range of 10 engines between 8 and 100 hp produced by Sabb Motor A/S at Damsgard, near Bergen.

It will employ engineers trained at the works in Damsgard, carry large stocks of spares and be capable of carrying out repair and maintenance work of all kinds.

I understand that Mr. C. W. Richardson, previously technical sales director for Sabb Diesels UK, will continue to act in a similar capacity for Emsworth Marine Engineering and to pay regular visits to fishing ports to ensure that efficient servicing facilities are maintained.

John Burgess' Log



HARD CHINE HULL?

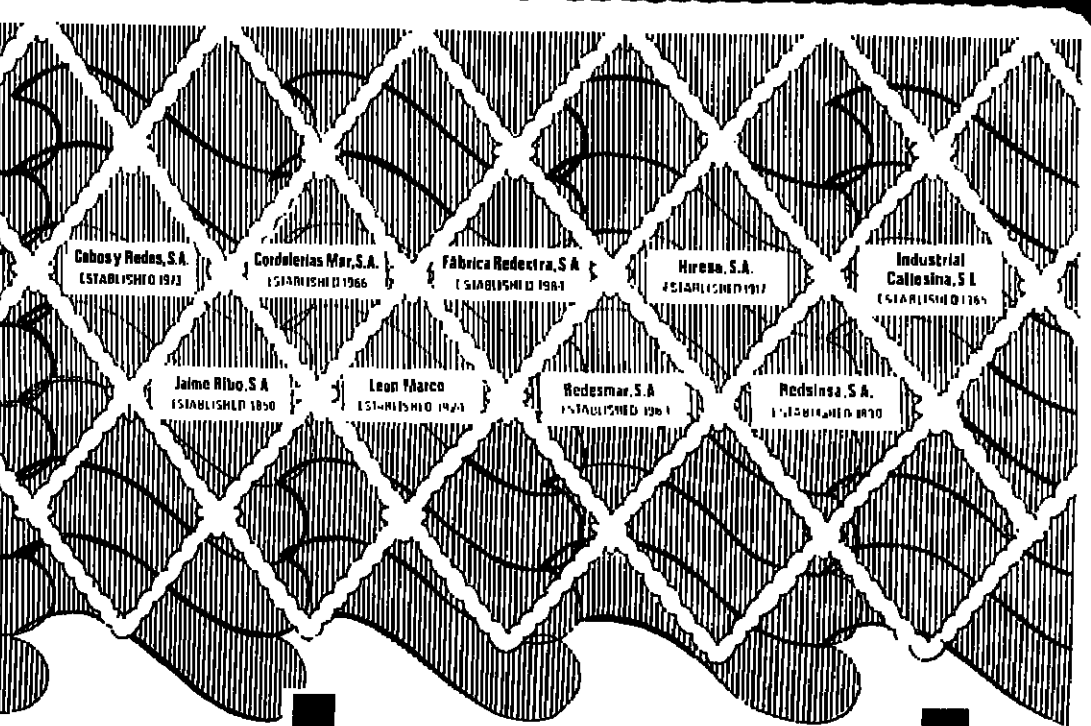
IN MY Log of August 20 a reader asked if it was possible to buy a simulated clinker-built GRP hull strong enough for working off a pebble bench.

At the time I did not know of anyone who modelled such a hull. I have now received details and photographs of a

type of hull in regular production, which nearly matched his requirements.

Another reader now wants to know whether there is a moulder of deep-keeled, hard chine GRP hulls between 38 and 46 ft. long suitable for completion as trawlers.

Should there be any, I should be grateful for specifications to send to him.



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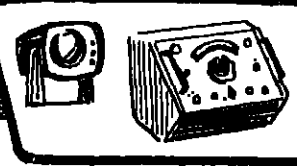
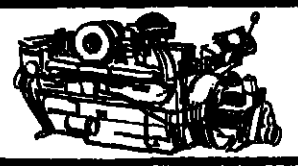
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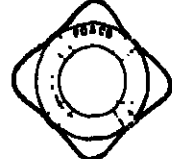
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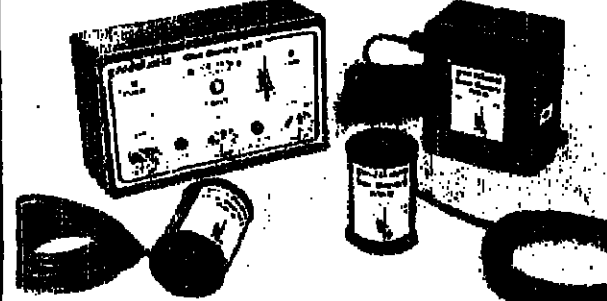
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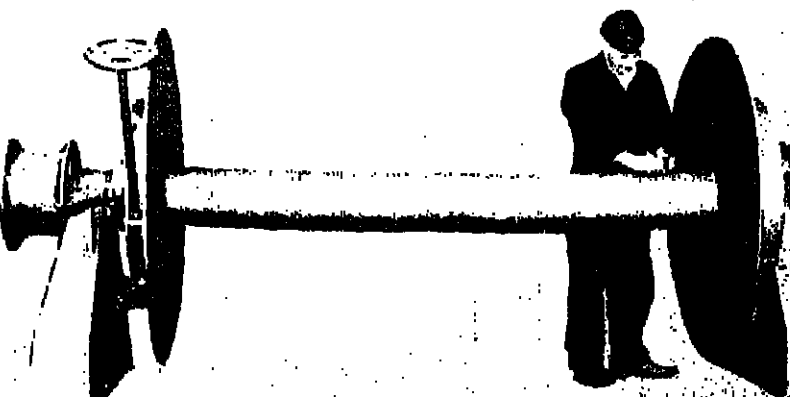
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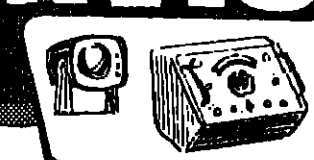
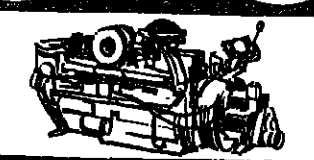
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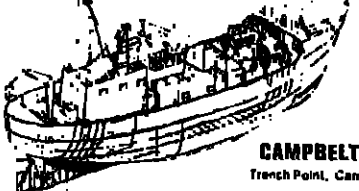
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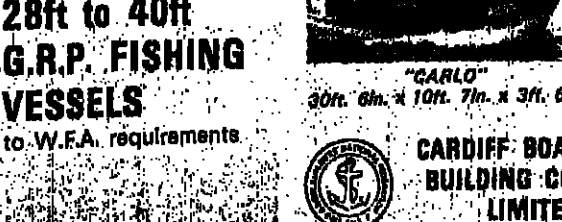
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
 £39,023: *Boston Kestrel*, Boston (Sk. P. Fenty), 1,323k, 1, 22 days.
 £32,820: *Aldershot*, Consoil (Sk. A. Call), 1,170k, 1, 21 days.
 £30,515: *Crystal Palace*, Consoil (Sk. J. Hodson), 1,098k, WS, 24 days.
 £25,147: *Prince Philip*, Boston (Sk. E. Grant), 843k, 1, 17 days.
 £24,907: *Gillingham*, Consoil (Sk. W. G. Hardie Snr.), 914k, WS, 23 days.

Middle water

£23,398: *Osaka*, Taylor (Sk. P. Newby), 891k, F/W, 15 days.
 £18,086: *Hondo*, Taylor (Sk. S. Johnson), 598k, F/W, 15 days.
 £18,008: *Ross Jackal*, BUT (Sk. J. McCarthy), 937k, W, 18 days.
 £17,633: *Yesso*, Taylor (Sk. P. Brown), 632k, F/Bank, 17 days.
 £16,658: *Erimo*, Taylor (Sk. M. Lightfoot), 618k, F/W, 16 days.

North Sea

£8,633: *Lemberg*, Lindsey (Sk. H. Pexman), 298k, NS, 14 days.
 £7,537: *Loveden*, Lindsey (Sk. G. Ireland), 239k, NS, 14 days.

Selkies

£7,674: *Limanda*, Richardson (Sk. H. Thomson), 280k, NS, 14 days.
 £6,295: *Edlei*, Sleight (Sk. L. Gravesen), 399k, NS, 7 days.
 £6,088: *Gladness*, Allard Hewson (Sk. J. Olsen), 291k, NS, 14 days.
 £5,370: *Reef Bank*, Sleight (Sk. P. Host), 277k, NS, 19 days.
 £5,367: *Ulvek*, Richardson (Sk. C. Thomson), 178k, NS, 16 days.
 £5,221: *Homeguard*, Sleight (Sk. G. Todd), 206k, NS, 16 days.
 £4,911: *Kesteven*, Sleight (Sk. J. Jorgen Olsen), 159k, NS, 15 days.

Pair teams

£22,039: *Margrethe Bojen* (Sk. Jens Bojen), 770k, and £18,940: *Frances Bojen* (Sk. J. Richardson), 861k, both John R., NS, 13 days.
 £9,291: *Searcher* (Sk. B. Neirup), 313k, and £7,852: *East Bank* (Sk. J. Lee), 271k, both Sleight, NS, 11 days.
 £9,890: *Glenda* (Sk. F. Winteln), 230k, and £6,333: *Paul Antony* (Sk. J. Zeebroek), 210k, both Richardson, NS, 12 days.
 £8,502: *Taanrborg*, Sleight (Sk. T. Scoren), 273k, and £8,553: *Kathleen*, Richardson (Sk. D. Butterfield), 264k, both NS, 11 days.

HULL

£75,082: *Hammond Innes*, Newington (Sk. W. Brettell), 2,708k, BI, 23 days.
 £45,291: *Ross Trafalgar*, BUT (Sk. E. M. Ward), 1,587k, 1, 24 days.
 £40,821: *Arctic Rebel*, Boyd (Sk. B. Hodson), 1,418k, 1, 24 days.
 £30,665: *Arctic Cavalier*, Boyd (Sk. P. Garner), 1,275k, WS, 22 days.
 £15,484: *Benella*, Marr (Sk. R. Johnson), 570k, WS, 21 days.

Selkies

£9,388: *Guldborg*, Boston (Sk. H. Kristiansen), 493k, 14 days.
 £6,306: *Sonderborg*, Boston (Sk. M. Jensen), 293k, 18 days.
 £5,445: *Rosenborg*, Boston (Sk. V. Dam), 183k, 16 days.
 £3,440: *Kronborg*, Boston (Sk. C. Thim), 188k, 16 days.

FLEETWOOD, Iceland

£39,453: *Fyldea*, Marr (Sk. A. Barkworth), 1,570k, 21 days.
 £37,171: *Luneda*, Marr (Sk. W. Reader), 1,272k, 21 days.
 £30,637: *Robert Hewett*, Hewett (Sk. D. McCloughin), 1,124k, 19 days.

Home water

£9,994: *Ella Hewett*, Hewett (Sk. J. Buckley), 691k, 13 days.
 £9,593: *London Town*, Hewett (Sk. J. Kelly), 439k, 12 days.
 £9,339: *Wyre Vanguard*, Wyre, 652k, 12 days.
 £8,608: *Royalist*, Hewett (Sk. J. Pickers), 383k, 14 days.
 £8,115: *Mount Melleray*, Wyre (Sk. B. Andrews), 523k, 14 days.
 £5,949: *Replenish*, Ward (Sk. M. Oldman), 315k, 16 days.
 £5,267: *Wyre Conqueror*, Wyre (Sk. R. Farrer), 418k, 12 days.

Neer water

£4,497: *Rosamonda*, Ward, 228k, 12 days.
 £3,201: *Susan Bird*, Bird (Sk. D. Reader), 240k.
 £2,725: *Deevale*, Ward, 68k, 16 days.
 £2,378: *Ann*, Hewett (Sk. T. Kirk), 88k.
 £2,247: *Karen*, Hewett (Sk. E. Sveinsson), 88k.

ABERDEEN

£36,600: *Grampian Monarch*, North Star (Sk. R. Catto), 1,695k, 1, 16 days.
 £21,679: *Clarkwood*, Wood Group (Sk. S. Thomson), 1,224k, F, 16 days.

£16,915: *Mount Everest*, BUT (Sk. S. Tait), 666k, F, 14 days.
 £13,418: *Millwood*, Wood Group (Sk. T. Taylor), 1,143k, NS, 8 days.
 £10,890: *Admiral Jellicoe*, North Star (Sk. J. Bowie), 523k, S, 15 days.
 £10,259: *Ross Mallard*, BUT (Sk. J. Barclay), 681k, O, 13 days.

LOWESTOFT

£13,352: *Suffolk Challenger*, Hobson (Sk. D. Smith), 454k, NS, 11 days.
 £12,233: *Underley Queen*, Talisman (Sk. W. Potts), 471k, NS, 13 days.
 £10,700: *Boston Sea King*, Boston (Sk. P. Mean), 476k, NS, 10 days.
 £10,127: *Suffolk Chieftain*, Hobson (Sk. E. Brighty), 413k, NS, 11 days.
 £10,013: *Boston Sea Fury*, Boston (Sk. V. Crisp), 388k, NS, 11 days.
 £9,670: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 370k, NS, 12 days.

NORTH SHIELDS

£17,264: *Ben Chourn*, Irvin (Sk. K. Jameson), 38,998k, F, 18 days.
 £14,166: *Ben Edra*, Irvin (Sk. A. Coe), 70,096k, NS, 14 days.
 £5,725: *Christine Nielsen*, Irvin (Sk. C. Ellis), 11,383k, NS, 2 days.
 £4,327: *Bishop Burton*, Newington (Sk. T. Fairley), 10,680k, NS, 5 days.
 £4,139: *Scarlet Cord III*, Irvin (Sk. G. Buchanan), 11,880k, NS, 4 days.

£3,900: *Scarlet Line*, AF (Sk. J. Buchanan), 10,400k, NS, 4 days.
 £3,300: *Adelphi*, AF (Sk. P. Murray), 9,800k, NS, 4 days.
 £3,236: *Fisher Rose*, Irvin (Sk. A. Clark), 9,240k, NS, 3 days.
 £3,000: *Sharon Vale*, AF (Sk. D. Moody), 9,500k, NS, 4 days.
 £2,000: *Bonaventure*, AF (Sk. T. Bain), 11,335k, NS, 2 days.

MILFORD HAVEN

£8,079: *Brenda Wilson*, Jones (Sk. R. Evans), 181k, IS, 13 days.
 £5,360: *Piston Sealion*, Norrard (Sk. T. Salter), 166k, IS, 14 days.
 £5,106: *Rosevear*, Norrard (Sk. A. Simpson), 192k, IS, 13 days.
 £4,487: *Georgina Wilson*, Jones (Sk. T. Smith), 134k, IS, 12 days.
 £4,391: *Piston Sea Eagle*, Norrard (Sk. R. Foster), 197k, IS, 13 days.
 £3,134: *Westerdale*, Linke (Sk. F. Reynolds), 93k, IS, 13 days.
 £1,780: *Jadestart Gypsy*, Jones (Sk. J. Brodie), 61k, IS, 7 days.

KEY: I: Iceland; F: Faroe Islands; W: Westerland; BI: North Island; NS: North Sea; WS: White Sea; NI: Norway Coast; HW: Home Waters; IS: Irish Sea; S: Shetland; SK: Skipper; k: kites; c: cwt.; kl: kilo.

doek, £23.50/£33.25; bulk haddock, £23.75/£33.25; shell cod, £28/£37.30; shell codling, £22.60/£28.6; bulk cod, £29.60/£32.25; bulk codling, £27.80/£33.25; sole, £10.50/£18.25; barbel, £17/£25; plaice, £34.75. No distant water trade.

FLEETWOOD

Prices: cod, £30/£41; dnbs, £17; haddock, £12/£30; lemon sole, £30/£34; ling, £20/£21; turbot, £27/£31.80; coalfish, £15/£22.50; roker, £13/£14; turbot, £22/£50.50; sole, £10/£17; turbot, £10/£14; brill, £38/£50, per 100k, kl.

LOWESTOFT

Prices: sole, £180; alps, £140; large turbot, £110/£130; small turbot, £50/£55; brill, £45; lemon sole, £38/£45; large plaice, £28/£38; medium plaice, £23/£33; small plaice, £27/£32; cod, £30/£40; codling, £22/£41; dabs, £20; whiting, £20; small haddock, £11/£20; large roker, £28; small roker, £24; dogfish, £13/£20; catfish, £18; monkfish, £50/£55; gurnard, £7, per 100k, kl.

BILLINGSGATE

ON TUESDAY 228 tons were delivered. Average selling prices on merchants stalls: soles, tongues, 40p/60p; alps, 80p/70p; medium 80p/£1.50; large, £1.50/£1.60; eels, 76p/80p; foreign smoked salmon, £3, per lb; large turbot, £15.40/£16.10; medium, £8.40/£9.80; small, £5.80/£4.00; large brill, £6.30/£7; medium, £4.90/£5.60; small, £2.80/£3.50; English plaice, 1lb-1lb, £3.90/£4.30; Danish plaice, 1lb-1lb, £4/£4.30; 1lb-2lb, £4.20/£4.50; medium halibut, £15.40/£17.50; small, £7/£10.50; selected lemon sole, £18/£20; large halibut, £11.20/£14; headless home water cod, £5.80/£6.90; fillets, shell cod, £7.60/£8.20; bulk, £6.80/£7.80; coalfish, £3.80/£4.10; haddock, £2.70/£2.80; selected whiting, £2.10; small, £1.80; small English dogfish, £3.50/£4.80; large, £4.80/£5.60; mackerel, 22; fresh herrings, £3.50; London cured dry haddocks, £6.50; golden cutlets, £6.80; selected kippers, £3.50/£5; filleted kippers, £4, per stone.

Small, unsorted, 8p/10p; prawns, 45p/60p per lb; oysters, £11/£22, per 100; Scotch winkles, £12/£22, per 100; Irish, £9/£11.25 per cwt.; shrimps, brown, £1; pink, £1; English cockles, £1.25/£1.40, per gallon.

RETAIL PRICES
 AVERAGE national retail price on Tuesday, October 8, as supplied by the National Federation of Fishmongers, are: cod fillets, 77p, down 1p; cod fillets, 41p, up 1p; plaice fillets, 5p; smoked cod fillets, 8p, up 1p; mackerel, 30p, up 3p; sprats, 26p, up 1p; herring, 37p, up 3p; kippers, 47p, up 1p; skate, 76p, up 1p; dogfish, 66p, down 1p. All areas report gales and poor landings, but most prices will be little different from last week. Dabs, small plaice, huss are best buys in most areas.

SELECTED Shellfish
 lobsters, £1.80/£2.20; unsorted, £1.30/£1.50; crabs, over 3lb, 30p/35p; under 3lb, 15p/20p.

HERRING REPORT

WEDNESDAY, SEPTEMBER 29
 Avr: six trawlers, 16 tonnes; homemarket, 16 tonnes at £7.60/£40.40. Hand selected, 170/290 and 380/380 per 50kg. Turbot: 12 trawlers, 24 tonnes; homemarket, 24 tonnes at £10/£40. Hand selected, 160/332 per 50kg. Whitehaven: seven trawlers, 112 tonnes; homemarket, 112 tonnes at £17. Mixed and mazy, 280/300 per 50kg.

THURSDAY, SEPTEMBER 30
 Avr: seven trawlers, 20 tonnes; homemarket, 20 tonnes at £9.50/£37.20. Mostly smalls, hand selected, 170/280 and 380/400 per 50kg. Turbot: 12 trawlers, 28 tonnes; homemarket, 28 tonnes at £7.60/£38.20. Mostly smalls, hand selected, 160/360 per 50kg. Whitehaven: seven trawlers, 164 tonnes at £14. Mixed and mazy, 270/290 per 50kg.

FRIDAY, OCTOBER 1
 Avr: eight trawlers, 45 tonnes; homemarket, 45 tonnes at £9.50/£40.40. Uniform to mixed in size, some smalls, mazy. 170/400 per 50kg. Turbot: eight trawlers, 14 tonnes; homemarket, 14 tonnes at £10.20/£35.80. Hand selected, 160/332 per 50kg.

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October 1, 1978

October 8, 1978

October 8, 1978

DoT told survey fees 'excessive'

FISHERMEN from many Scottish east coast ports attended a meeting on the Department of Trade's vessel safety rules at Arbroath last weekend.

Officials from the Department of Trade, Department of Agriculture and Fisheries for Scotland and White Fish Authority heard fishermen air their grievances about the surveys.

Ed Smith, president of Arbroath Fishermen's Association, said that some skippers had already complied but considered the fee to be excessive and ridiculous.

The question of loss of earnings while vessels are under survey was discussed and it was felt that there should be some sort of compensation.

Mr. Smith said: "We are all sick and feel we are being taken over by too many Government departments. There are quotas and limits, and now we have surveys."

"I dare say there will be a lot more regulations in the future".

Captain Anderson, of the Department of Trade, appreciated there are many difficulties with the comprehensive rules, but he said they had been agreed in full consultation with fishermen.

Mr. A. Leslie, DoT senior surveyor in charge of fishing vessels, answered fishermen's questions on safety rules aboard inshore boats.

He said safety rules and guard wires are intended for vessels proceeding a fairly long distance to sea. On short distance vessels, skippers could apply for exemption from erecting the rails providing they had a safety line or harness.

Mr. Osborne, secretary of the Firth of Forth Fishermen's Association, said that over the years experienced fishermen had argued that safety rails are not applicable to the smaller vessels.

Andrew Welsh MP said that in Parliament, they found it impossible to argue against anything connected with safety regulations without being called murderers, killers or assassins.

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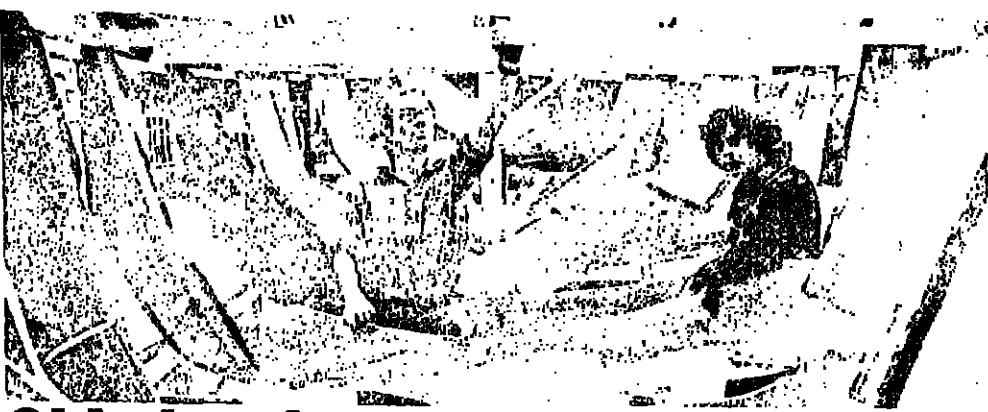
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Old sketch gives yawl new life

AN 80-year-old sketch is being used by a Bridlington boat builder to produce a 25ft. Scaffie yawl (above). He is John Clarkson (left) who reintroduced boatbuilding to Bridlington about three months ago. His order for the Scaffie yawl came as a challenge to Mr. Clarkson who has been building boats since leaving school. The yawl, which has a beam of 8ft. 6in. has been ordered by a Grimsby customer and should be completed before the end of the year. "I have seen Shetland yawls which are similar but I have never seen anything quite like this," said Mr. Clarkson. The customer has provided a sketch dated 1898, of a Scaffie yawl named *Gratitude* which once sailed from Portknockie, on the Benf coast. "With the absence of detail we have had to rely on our experience," said Mr. Clarkson, who is assisted by Bryan Norton of Bridlington. The boat will be fully equipped with sails before being launched at Bridlington for trials. "Boats up to 40ft. can be produced ready to sail," said Mr. Clarkson whose firm, Bridlington Boatbuilding Co., also provides a repair service for keel boats and cables. The first boat to be completed at the yard is a 32ft. coble. Mr. P. Tomlinson, of Hull Maritime Museum, said that the Scaffie yawl was used to catch herring off the north-east coast of Scotland. "They were once very common, but died out at the end of last century about the time the sketch was drawn." The boat is seen at the frame stage.

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